LIGHT RAILWAYS

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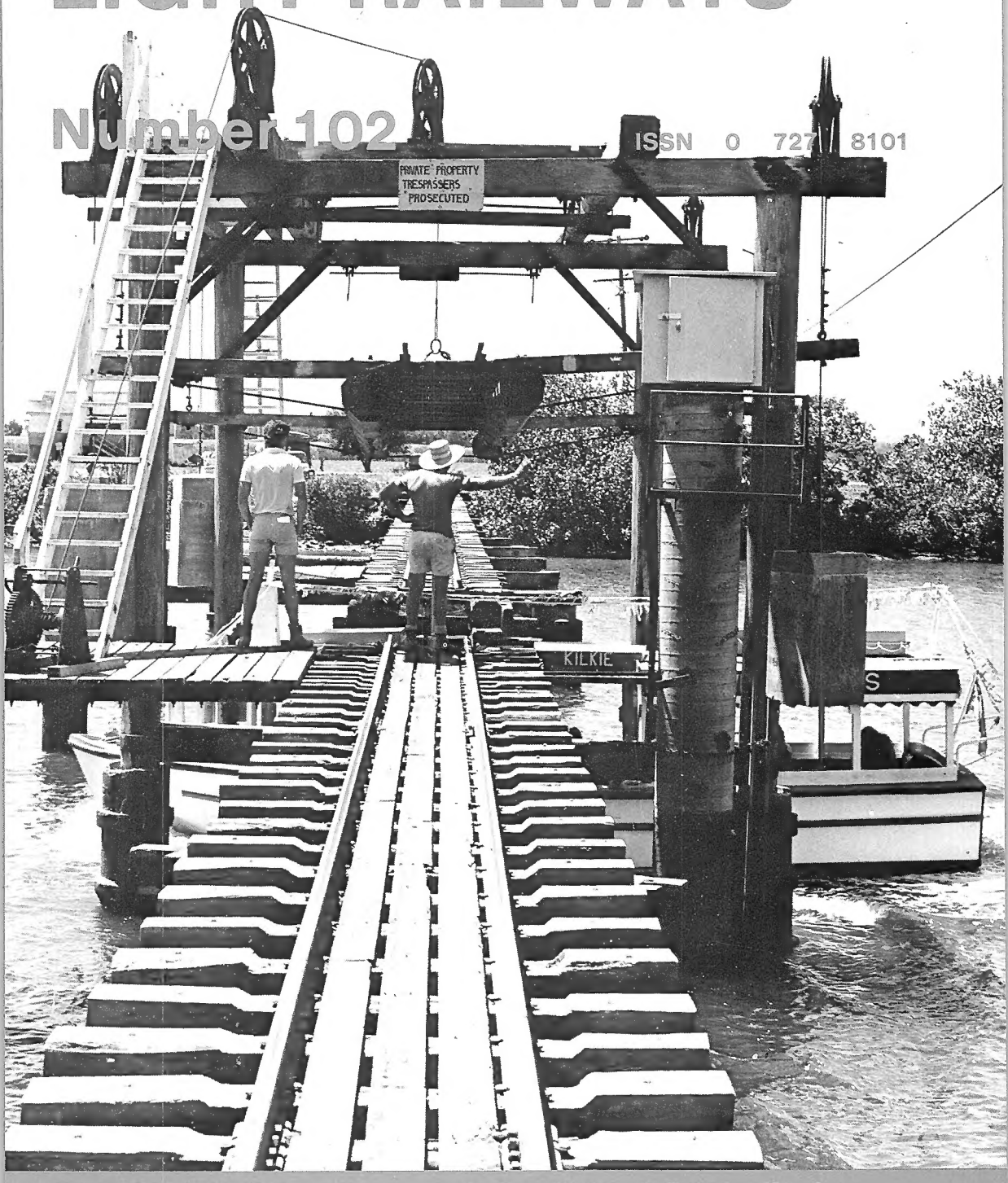

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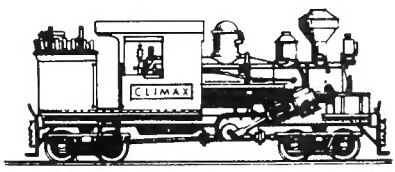

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EDITORIAL

This issue brings an interesting range of material on the history of light railways servicing Australian industries. Our feature article, by Mike McCarthy, tells the story of sawmillers and the timber tramways they built in the Gould district of Victoria. Although, mostly horse-worked, these tramways brought substantial traffic to the narrow gauge VR Moe-Walhalla railway line. A short article on Thomas Green locomotives in Australia and an interesting range of letters add variety to the offering.

ERRATUM

In *LR. 101* Greg Kirk's name was inadvertently omitted as the author of the article on GH Bell & Sons tramline at Tatong. My sincere apologies to Greg for this oversight.

LR. 99: p.24 column A, the date 'November 1986' should read '1976'. Also the photo of the trolley wire locomotive is by Brian Andrews.

RFM

Cover: The mv *Kilkie* passes under the lift bridge which takes the Moreton mill tramline over the Maroochy River, on 2 October 1987.
Photo: Craig Wilson

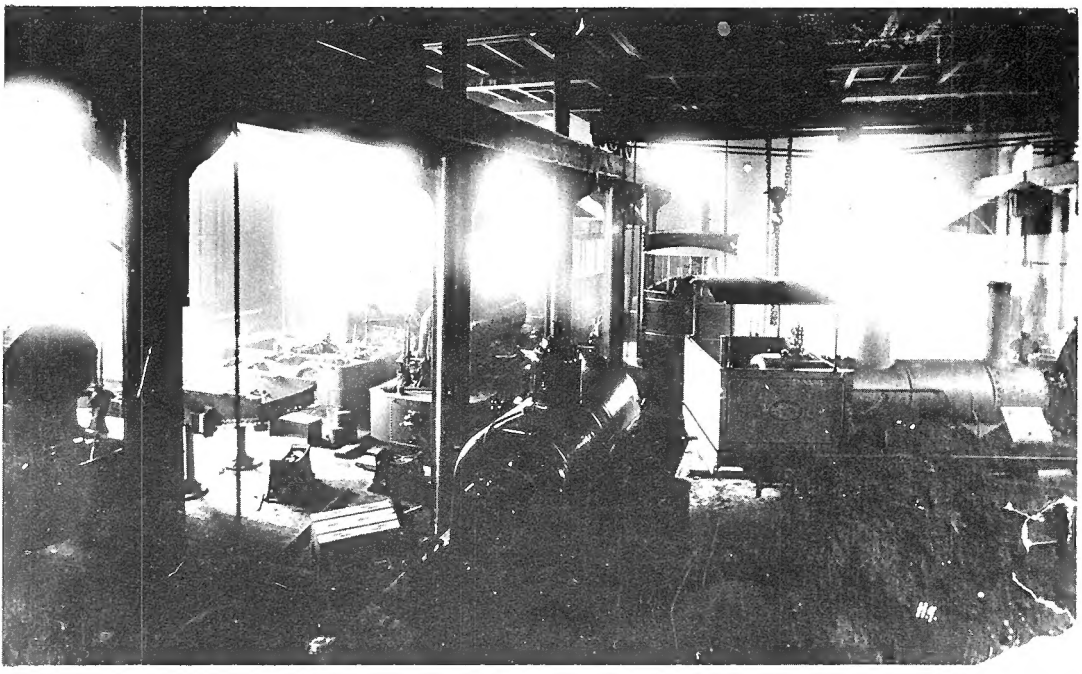
"KATE" AND THOMAS GREEN LOCOMOTIVES IN AUSTRALIA

by Richard Horne

[*Editor's Note:* Thomas Green founded the Smithfield Ironworks in North Street, Leeds in 1848, initially for the manufacture of agricultural machinery. The firm commenced locomotive building in the early 1880's when steam trams were in demand and this type of loco became their stock-in-trade. Early tram locomotives were of a design combining the Kitson inside cylinder layout with Falcon type air condensers and a cab similar to the Wilkinson locomotive, or to the Wilkinson patent design. The firm, which became Thomas Green & Son Ltd about 1880, manufactured steam tram locomotives to Green's own design between 1885 and 1898, then industrial and light railway tank locomotives were built up to 1920. The firm built over two hundred tram motors and 38 industrial locomotives. There has been some debate in local historical circles over how many Thomas Green locomotives came to Australia.]

In the *ARHS Bulletin* 342 (April 1966) EW Woodland wrote in some detail on Thomas Green 132/1888, the MC Davies & Co Ltd's 0-4-0WT.OC locomotive *KATE.* This was followed up by John Buckland who, in *Bulletin* 356 (June 1967), explored the possibilities of a link between *KATE* and the locomotive used on the Werribee main outfall sewer construction in Victoria and there having been four T Green locos in Australia. Thanks (once again) to the researches of Frank Jux, this time on the records of Thomas Green & Sons Ltd in the Leeds Record Office, it seems pretty certain that there were only three of their locos in Australia.

Some early T Green records shed additional light on the operations of Mr JS Lee in the Smithton area of Tasmania. T Green 1272/1883 (not 127 as shown by John Buckland) carried an Order Number in a different series to the other locos the firm built. It was a 3ft 6in gauge 0-4-0 vertical boilered geared drive tram loco with 7¼ in x 11 in cylinders, built to Wilkinson's patent (as was the NSW Government Tramway's similar loco *JOHN BULL,* Beyer Peacock 2464/1885) for Mr JS Lee, Blackwood Sawmills, River Cam, Tasmania. Not surprisingly, in view of its working habitat, it was fitted with a water lifter. The cost was £415. Bruce



Thomas Green's works, North Street, Leeds in December 1888, with No. 132 ready for dispatch to JS Lee in Tasmania. She is surrounded by eight steam tram locos under construction. Those fully erected at the rear are numbered 1 and 2. Builder's photo H.9, courtesy R Horne

Macdonald has noted that this loco was latterly used by Lee at Duck River, converted c1940 to a 4w petrol mechanical and derelict by 1961.

T Green 132, the redoubtable *KATE,* was actually ex-works in December 1888, although the builder's plate was dated 1889. It, too, was new to Lee, but at the Duck River location. Clearly then, it was not new to MC Davies in Western Australia. EW Woodland stated that it was known to have been there by 1890, but I doubt that this can have been so. John Buckland relayed Bruce Macdonald's observation that the loco used from 1895-97 by T Mixner, contractor to the Melbourne & Metropolitan Board of Works on the Werribee main outfall sewer, was so similar to *KATE* that it, too, must have been a T Green loco. John suggested that it might be T Green 201/1893, a 0-4-0T.OC of 2ft 6in gauge built to the order of Birch, though acknowledging that the MMBW used 3ft 6in gauge elsewhere on the sewage project.

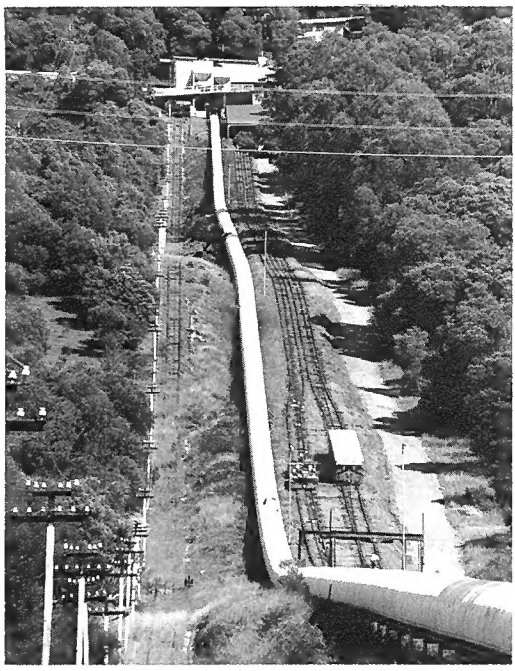
The Thomas Green records clearly show that 201 was a steam tram loco for the Bradford & Shelf Tramways in Yorkshire. No. 202 was the 2ft 6in gauge 0-4-0T.OC built to the order of John Birch & Co (dealers and predecessors of Light Railways Ltd), but it went to Manaos in Brazil. Thus there can be little doubt that the Werribee loco is none other than *KATE.* A close examination of the photographs will show no inexplicable differences. Indeed, it is worth noting that ownership details, while on the Werribee job, were distinctively and unusually written around the builder's plate. The early photo of *KATE* with MC Davies, before rebuilding with side tanks, shows the same style of lettering: surely more than a coincidence and possibly explained by MC Davies painting out the old name and adding their own in the most economical manner. The enclosed photo of *KATE* in T Green's works shows that access was originally only from the left side of the cab. Surrounding *KATE* are eight-ton tram locos in various stages of construction.

The third and final T Green locomotive for Australia was 219/1893, a diminutive 0-4-2ST.OC, also ordered through John Birch & Co. Records for this period do not exist in Leeds, but this loco became Proserpine Sugar Mill's *TILLY,* was derelict by 1961 and ultimately privately preserved in Victoria, circa 1974 by Graham Harding.

WONGAWILLI BALANCED INCLINE, NSW

by Vic Greensill

The Wongawilli Colliery, near Port Kembla in New South Wales, operates a four-track balanced incline. Its purpose is to get the miners to the adit from the change rooms. This practice amounts to 35 minutes of unproductive work time each way each day. However, as there is no room on the face of the escarpment for a car-park, there is no alternative to the balanced incline.



Right: Wongawilli balanced incline with miners car at crossing point. The incline to the left of the covered coal conveyor was closed by the Department of Labour & Industry on account of its inadequate braking system.

GOULD - MOONDARRA MILLS AND TRAMWAYS

by M.J. McCarthy

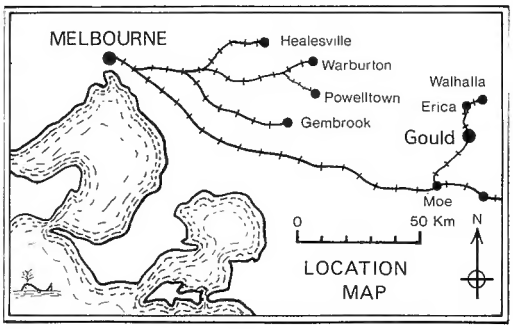
Situated about 16 kilometres north of Moe on the former Victorian Railways 2ft 6in gauge (762 mm) Walhalla Railway the township of Gould first came to notice as a resting place on the Moe-Moondarra coach road. William Gould built his Cecil Inn there, not far from the Tyers River bridge, to cater for the travellers passing to and from the gold mining centre of Walhalla to the north. It is from him that the town received its name.[1]

With the arrival of the railway in 1908[2] a name-board was all that marked the station. No sidings were deemed necessary to handle the expected traffic. Although the station lay in the middle of an extensive forest of messmate and stringybark, the prime purpose of the railway was gold and, at that time, little consideration was given to the likelihood that other industries might support the line. In fact the railway was too late for the gold with the Walhalla mines rapidly on the decline, but it did not take long for the sawmillers to move in to take advantage of the newly opened forests. This was the case with practically all the stations along the line although, ironically, the notable exception was Walhalla itself. Such was the growth in the timber traffic that the *Walhalla Chronicle* noted in July 1914 that a third locomotive and 10 NQR wagons were to be introduced to the Walhalla line to handle the timber traffic.[3]

A station had been established a short distance away on the south side of the Tyers River bridge while construction of the crossing was underway. Following the opening of the railway beyond the bridge the siding there fell into disuse, but not for long. In 1913 the rails and points were shifted across the bridge to Gould where a more permanent station was to be constructed.[4] This move was partly because of persistent requests made by the small farming community that had grown around Gould's Cecil Inn,[5] but the principal reason surrounded the arrival of the first sawmill in the district in 1914. A siding was now needed to handle the traffic.[6]

GV Morgan

The mill was owned by George Victor Morgan and had previously been situated on Jacobs Creek at Erica, about 15 km to the north. Morgan was a well known character around the district having worked on the firewood trams of the Long Tunnel Mining Co before purchasing his own mill. He worked it at a number of sites around Walhalla

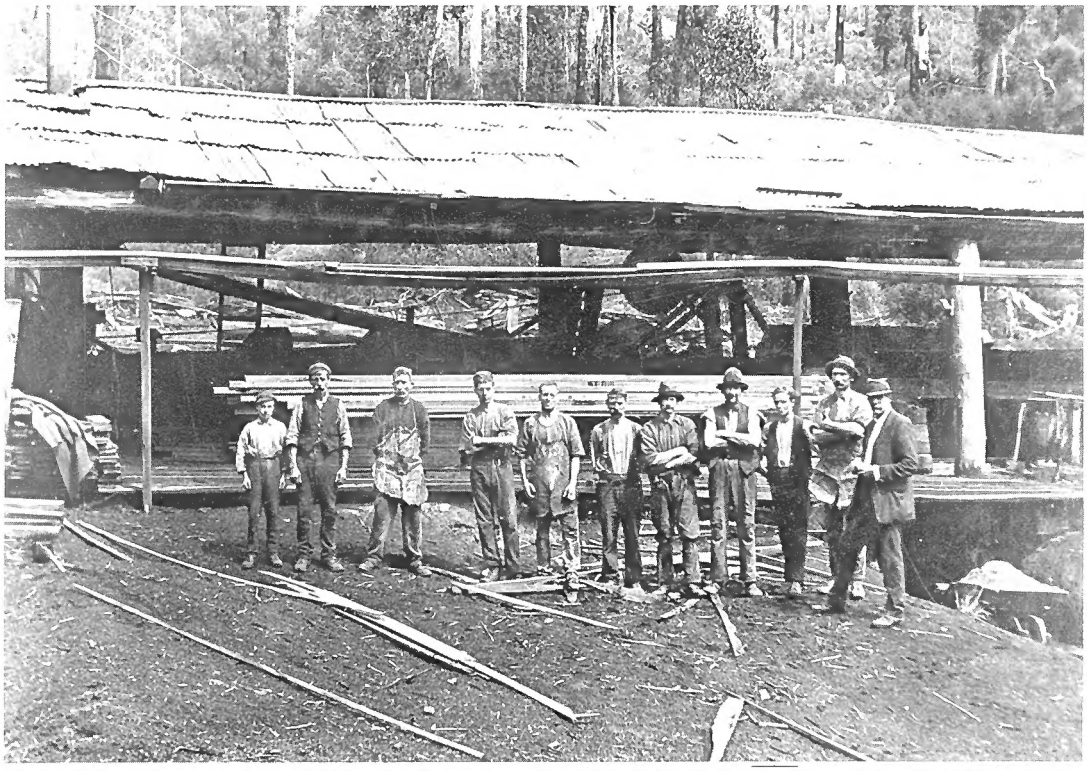


providing mainly mining timber, and later positioned it on Ostlers Creek in the Numbruk country to the south, before shifting to Erica (or Harris as it was then known) in 1911. By this time the mining trade had all but gone and he switched to cutting primarily scantling timber for building construction. The mill burnt down in 1913 but rather than re-erect the machinery on the same site Morgan opted to move further down the creek and find a new route to the railway.[7]

Inclined Tramway

He selected a site upstream of the junction of Jacobs and Horseshoe Creeks about 2km north-east of Gould and commenced operations around April 1914.[8] It was a more substantial affair than his previous efforts[9] and was located at the bottom of a steep-sided valley making necessary the construction of a 3ft gauge (914mm) inclined tramway to raise the timber out of the valley to a horse-worked wooden-railed tramway to the station.

The incline was powered by a winch situated at the bottom of the haulage. A substantial trestle bridge or "inclined ramp" was constructed on the grade at the bottom to maintain a consistent slope over the line. The wire rope ran up the hill and passed through a "ginny wheel" at the top of the incline and then looped down to the truck on the haulage. The mill boilers, initially a small 16 hp Brown and May portable engine supplemented by a diminutive vertical engine, supplied steam to the winch. The two boilers and their engines were later replaced by a large stationary boiler obtained from the old copper smelters at Coopers Creek, not far from Walhalla. A powerful engine, which had previously been used in one of the Ballarat mines,[10]



The men at Morgan's bottom mill around 1915, soon after it commenced working and before the stationery boiler was installed. No conveyor belts in those days! The sawdust had to be barrowed out from beneath the saw benches. Photo: MJ McCarthy Collection

was procured from Miller and Co in Melbourne to drive the mill.

Charlie Elton was the winch-driver in the early days. He recalls the method of working the incline and tram:

> . . . loaded trucks would be hand pushed out from the mill-shed to the bottom of the haulage where it was my job to place a "bull" on the back of the truck. The bull was a bar which dangled from the rear of the truck as it was hauled up the hill. If the rope broke, the bull would catch onto the sleepers as the truck started rolling backwards and stop it crashing down the hill.
>
> At the top of the hill was a ramp. The rope would run over it and down into a hollow. I could see the timber kick up as it went over. This was a signal to let it go a bit slack so that the rope could be disconnected. The rope would be brought back down again by either an empty truck or, if there were none, by sending a horse down with the rope attached.[11]

A loop siding was provided at the top to allow the outgoing loaded trucks to pass the incoming empties. Two horses would haul each loaded truck about 600 metres, across the Gould-Moondarra Road at an angle, to the top of the ridge separating the Tyers River and Jacobs Creek. From here the trucks were allowed to coast the remaining distance into the station with a brakeman in charge. Early on, a man was employed specifically for this task but in the later years of operations Morgan's tallyman from the station would walk up to take charge.[12] At the station the tramway terminated as a single line, parallel with the goods siding.

Like most inclines, Morgan's at Gould had its share of mishaps. Charlie again recalls:

> . . . I can remember on one occasion the rope broke. A fire had gone through on the previous Saturday and burnt the tramline on the incline. The wire rope was lying on the line at the time. The tram was repaired the day after, ready for work on the Monday. I remember having hauled three trucks up the rise when a heavy one had to go up. Near the top the steam pressure dropped, so I had to screw the winch down to hold the truck until a few more pounds of pressure were built up. When I started up

again the rope broke where the fire had weakened it.

Jack O'Toole yelled a warning to me but I didn't realise what had happened until the very last minute. I ducked outside and behind the winch-shed to get out of the way but fortunately the truck and timber smashed into the dust heap off to the side. Much of the tramline was ripped up in the accident as well as the decking of the trestle bridge at the bottom of the hill. The bull was supposed to stop the truck but it seems the truck over rode the bull and derailed to the side in the process. This caused the timber to go into the sawdust rather than into the winch-shed which was directly in line with the bottom of incline.[13]

Jack O'Toole, mentioned by Charlie above, was a faller at the mill and became a champion axeman in later days.

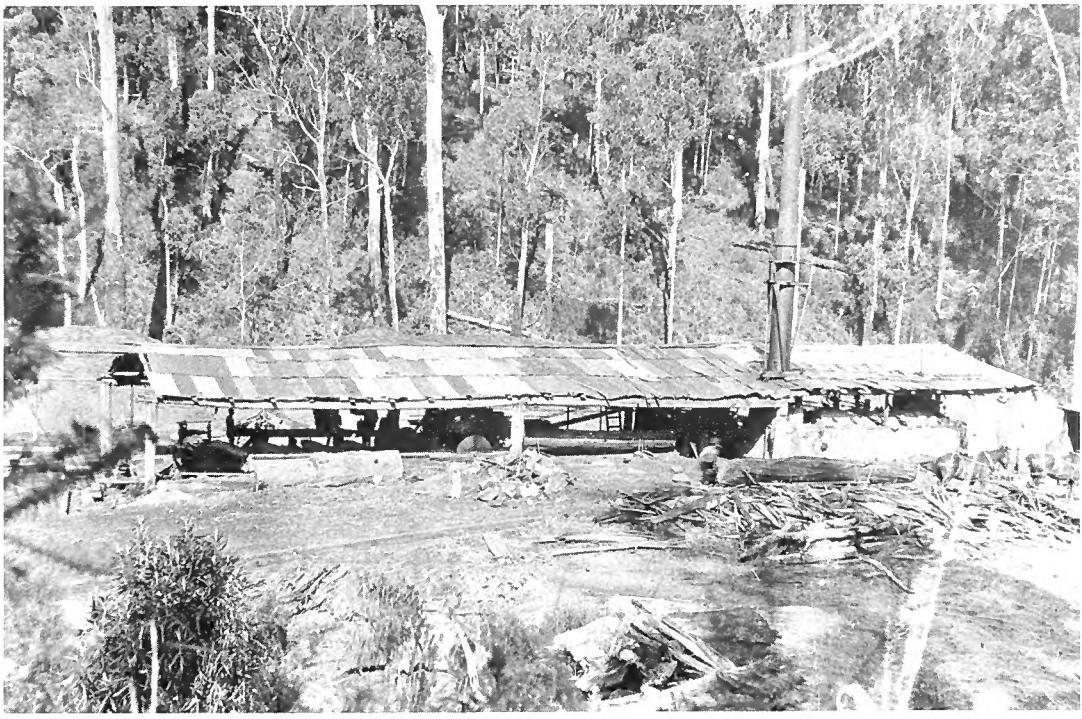
Wooden Tramways

Charlie Hastings was the tram layer at the mill. He constructed several 3ft gauge log tramways which radiated from the mill at various times. The first to be built went up Horseshoe Creek for about 2km. This line was in operation at the end of 1918.[14] The second was laid in a southerly direction for about 1 km along the west bank of Jacobs Creek. When these areas cut out a third tramline, which passed beneath the trestle bridge at the bottom of the incline, was laid running north from the mill along Jacobs Creek. Construction of this line commenced in 1923.[15] Horses were used in the bush for snigging logs to the landings and either gravity or horses provided the power on the bush lines.[16]

By March 1923 much of the timber accessible to the mill had been cut through and logging operations were being shifted to the north where the remaining timber lay. Morgan sought and was granted the logging rights to a large tract of country in that direction stretching to the north almost to the area he had logged with his Erica mill some years earlier.

In 1925 he installed a second mill about 4km upstream from the first mill. For a few months the log tramway running north from the first site continued to supply logs to the "bottom mill", as it came to be known, as well as providing the timber outlet for the "top mill". Suitable changes were made to the track layout at the base of the incline to facilitate this. The bottom mill closed down late in 1925 although the machinery was to remain on site

Timber from Morgan's mill awaiting trans-shipment at Gould. The temporary water tank (probably moved from the closed Tyers River station) would suggest a date of around 1917.
Gold Town Railway Photo. SE Watson Collection



Morgan's bottom mill in the early 1920s. Note the log tramway in the foreground and the large stationery boiler from the Coopers Creek copper smelter. Photo: MJ McCarthy Collection

until 1927.

The top mill was powered by the 16 hp Brown and May portable engine that had been used to drive the bottom mill when it was first established. The men mostly continued to live at the lower site and walked up the tramway each day to go to work.

A single log tramway was built from the top mill in a north-easterly direction for about 6km, crossing the Traralgon Road along the way. The mill ceased operating in December 1927 when Morgan shifted his operations onto the Western Tyers River at the terminus of the Tyers Valley Tramway. Following the removal of the equipment the tramlines were abandoned.

JIM MARCHBANK

In 1913 a mill was erected on a branch of Jacobs Creek about 5km north of Gould. The owner was Jim Marchbank from Gaffneys Creek, a gold mining area north of Woods Point. He had operated a mill there since around 1905 and had achieved some fame as the district's top footballer. He played league football for Carlton between 1903 and 1913.[17] Marchbank also had an interest in a mill on the Black Spur, north of Healesville, from around 1910.[18]

Marchbank laid a tramway south-west from the mill to meet the railway at the 12 mile post about 3km north of Gould. Skids were installed here to stack the timber and provide a platform to load the Victorian Railways (VR) narrow gauge trucks. Trains would stop when timber was to be despatched and wait while the loading took place. The mill worked for only about a year before Marchbank shifted it away from the district.

He returned early in 1923, but in partnership with Roche. Jointly they put together a 10hp plant on Brown's land on a tributary of the Tyers River about 4km north of Gould.

Timber Tramway

Timber was carried over a 3ft gauge tramway to Gould station. The line was noted for the number of bridges that had to be built and followed the east bank of the river as far as the railway bridge. From here it turned sharply to follow the VR line up to the station grounds. This last section, past the bridge, was very steep and required the use of block and tackle to haul the trucks. A horse team was used to haul the rope through the pulleys. The tramway

terminated at the south end of the goods yard or at the opposite end to Morgan's tram and for the last 200 metres or so was constructed over Elton's abandoned 2ft 6in gauge formation.

The mill was a small affair with a 10hp portable engine providing the power to a single saw breaking-down bench, a rip bench and a docking saw. At maximum capacity the mill could produce up to 6000 super feet of timber per day but on average produced 3000. Perhaps as part of the conditions for occupying the site all sawdust was burnt as it came off the saws. This was an unusual practice for those times when custom saw the waste material accumulating in a huge pile next to the mill. Some dust heaps were very large not only in height but also in the area they covered. Marchbank's mill was on private property that was being turned into farm land so the disposal of the sawdust may have been at the insistence of the owner. Marchbank paid Annie Brown, the owner of the land, a royalty of 3s per every 100 super feet of timber cut from her property.[19] About 14 men were employed by the firm but only a few lived at the mill, most preferred the comforts of living in homes at Gould and would walk or ride to work each day. As a result there were only three huts on the site, one of which belonged to the manager.

Log Tramway

A log tramway was constructed from the mill across the bottom of Brown's property above the river bank and by February 1924 had reached the boundary of Brown's land.[20] Subsequently Marchbank and Roche obtained a licence for a tram easement along the river frontage for about 2km to access a further patch of timber to the east of the junction of the Tyers River and Ti Tree Creek. The tramway was duly constructed and the new bush was worked for about a year when the mill was shut down.[21] The reason for this is unclear, but what is known is that Marchbank had by this time opened a mill near Beech Forest in the Otways.[22] It is feasible that he shut down the Gould plant while setting up his Otways operation. Roche, it would seem, was part of the financial backing for the Gould mill rather than a partner active in the management of the concern. He would not have

Sometime in the early 1920s the 8.32am mixed from Walhalla shunts to collect Morgan's timber at Gould while the passengers take the opportunity for a hot "cuppa" from the refreshment stall.
Photo: IR Barkla Collection

been in a position to take over the day to day running of the mill.

Veale Management

The mill lay idle, rusting and rotting for nearly three years before Marchbank found someone to take it over. In June 1928 the plant was passed to Tommy Veale from Gembrook to manage on behalf of the owners.

Veale was something of a nomadic character among the sawmills east of Melbourne. At various times he was employed at or owned mills in most of the major sawmilling centres but seemed always to be in trouble of one form or another. His experience at Gould was no exception where he was often in the centre of arguments and, more than once, fisticuffs with the locals. Perhaps because of these reasons his stay at Gould was somewhat short.[23]

Veale set about rebuilding the bush tramway which had been severely damaged by the 1926 bushfires during the period the mill had been idle. He succeeded in doing this and managed to despatch a truck of timber over the line to the station in November of 1928. This achievement was tainted, however, when half a railway truck of the timber was seized by the Moe-Walhalla Travelling Station Master to recover demurrage charges. It seems that Veale unloaded half his truck into the railway wagon and then adjourned to the Cecil Inn for a quiet drink. He wasn't sighted again for four days during which the VR truck sat in the siding awaiting the rest of its load. As a consequence the Station Master confiscated the half loaded truck of timber.[24]

Veale also earned the wrath of Tommy Brown who had used the tramway since placing his mill on the Tyers River, below the station, in March 1928. Brown had an agreement with Marchbank which allowed him to use the tramway providing he maintained it in operating condition. But Brown did more than this. When he came to install his mill he found that the VR had eliminated one of the spans on the Tyers River bridge by extending the bridge abutment. In the process they had covered the tramway put in by Marchbank and Roche making necessary the construction of a new section of line under the bridge span closer to the river.[25]

Brown constructed the diversion but Veale subsequently countermanded the verbal agreement with Marchbank and demanded a payment of £3 a month, payable quarterly in advance, for use of the line! The steep bank of the river would allow room for only one tramway so Veale considered he had Brown's measure. Brown would have to use Veale's tram if he wanted to continue with his mill. Understandably Brown was unhappy with these arrangements and expressed his thoughts to Forests Commission who were equally unimpressed.[26] But Brown wasn't to be beaten. He used the line only for a month or two before constructing his own tramway to the station, entering, with some ingenuity, from the northern end.[27] But more on this later.

Proctor Management

Veale's indiscretions soon found the ears of Marchbank and, subsequently, Veale lost his job at the mill and was replaced early in 1929 by Dave Proctor.[28] Dave was an experienced sawmiller from Longwarry where he had worked at his father's mill since leaving school.[29]

Proctor found the concern in a sorry state. That part of the tramway to the station between Marchbank's and Brown's mills was completely unusable and the mill equipment was largely ready for the scrap heap. On checking the mill boiler he found that it had been left half full of water and the boiler shell was all but rusted through. To get the mill going he arranged the purchase of the boiler and engine from the burnt out Athlone Sawmilling Co mill at Athlone on the Strezlecki railway.[30]

Proctor found that the quality of the bush that had been worked was very poor. He extended the log tramway to a distance of 3.5 kilometres from the mill but found that the timber he was cutting did not improve. On reporting this to Marchbank a decision was made to abandon the Gould site and shift the mill to Beech Forest. The Gould mill shut down in November 1929 and was shifted to the Otways soon after.[31]

ELTON BROTHERS

Gould Mill

In 1921 the three Elton brothers, George, Charlie and Fred purchased a 8 hp Marshall portable engine from Evans Bros, machinery merchants of Melbourne. The brothers were former residents of Mormontown, a suburb of Walhalla, where their father, Joe, had owned an orchard. They moved to Gould in 1912.[32] Their plant consisted of a small spot mill (ie it had only a single bench for breaking down and running off) and was erected on George's property, alongside the Tyers River, about a kilometre from the station.

A 2ft 6in gauge wooden-railed tramway was built between the mill and the goods siding at Gould. The line weaved its way through the houses in the township to enter the station at the up end of the yard. Rolling stock consisted of two small four wheeled trolleys rather than the more usual bogies with a swivelling bolster to carry the load.

The crew at Morgan's bottom mill around 1920. Photo: MJ McCarthy Collection

It was a very small affair with only the bare essentials employed. Two horses pulled the loaded trucks up to the station while five others hauled logs from both George Elton's block and the neighbouring block, owned by Siddle. Initially the three brothers worked the mill on their own although when they were busy a fourth man would be employed. They would work together on what ever activity was being undertaken on that day, whether it be logging or milling the timber.[33]

Boggy Creek Mill

By the end of 1921 the area at Gould had been largely cleared of timber and a move was made to Boggy Creek about 6km to the south-west.[34] The new milling area contained mainly second class stringybark and messmate and could not have sustained a big mill. Nevertheless it was the type of country where a small mill with low costs could be run at a profit. The Eltons operated in a similar fashion here as they did at Gould where the team of three followed the log from the bush, through the mill, and then to the railway for despatch to the buyers. The demand for timber saw this practice varying somewhat during 1924 when the Eltons expanded the crew to about 11 to keep up with orders.[35]

The new site was about a kilometre north of the railway on land owned by Charles Gooding from whom they acquired the timber rights for £90. The Elton brothers applied to have a siding installed by the VR to handle their timber but their request was rejected. Instead, provision was made for trains to stop, at a suitable location, long enough to allow the loading of timber into the railway wagons. The effect of this was that the brothers had to lay a tramway 3km to the east to meet the railway at the top of the grade on the up side of the Tyers River. This was the only level spot within an accessible distance where trains could be stopped. The gauge of the tramway was again 2ft 6in (762mm).[36]

With this type of arrangement timing was important! If a train was kept waiting beyond a

specified time demurrage was payable. This could be a problem with the type of operation run by the Eltons when the same crew that ran the mill also had to load the railway trucks as well. Because of the grade only one trolley of timber could be despatched from the mill at a time. It took several loads to fill the two VR trucks normally ordered so activity could get frantic when a train was expected.

When a train arrived normally four men were present to handle the loading. Two would be on the log skids where the timber was stacked adjacent to where each of the railway wagons would stop. They would pass the timber down to two men who would do the stacking. It would take 20 minutes to load each truck. It was extremely hard work and an hours break was taken after the loading was completed.[37]

Log Tramway

A log tramway was built to the north-east of the mill along Boggy Creek during 1923. It was also of 2ft 6in (762mm) gauge and incorporated a high bridge over a gully at the edge of the log yard. The timber tramway, which left the mill on the lower side, passed under the bridge. Normal bogie trucks were used for logging and these were constructed at the mill by Jack Brown and one of the Eltons.

The gauge of the tram trucks proved to be a great advantage from time to time. Charlie Elton tells how he made a delivery to Tom Brown on one occasion. Unbeknown to the Railway Department and in the dead of night a tram truck of pickets was sent coasting down the VR line from Elton's loading point in the direction of Gould, with a horse trotting along behind. The truck stopped at the Tyers River bridge where the horse was hooked on to complete the trip up through the station yard to the level crossing beyond. There Tom Brown was waiting with his wagon to take delivery![38]

The mill was shifted again late in 1924, this time to the east side of the Walhalla Railway about 3km up the line from the previous stacking point.[39]

The method adopted to move the mill is of some interest and was probably inspired by the success of the picket episode. It seems the shed and most of the equipment were moved by tram to the loading point alongside the VR line over a Friday and the following Saturday. On the Sunday, when no trains were running, everything was loaded onto three tram trucks which were then despatched down the railway to the new site. Suspicions were aroused though when, early in the following week, the ganger came along the line and found fish bolts broken over 3km of railway track! It seems the deep flanges of the log bogies combined with the sheer weight of the load had done the damage. That was the last time the Eltons used the railway as an extension to their timber tramway![40]

The mill was re-erected only about 200 metres or so from the railway but loading arrangements were similar to before, a short length of tram connecting the mill and loading skids.

The plant was erected as a full mill at this site, having separate benches for the breaking-down and running-off. A log tramway extended for about 3km to the east from the mill.

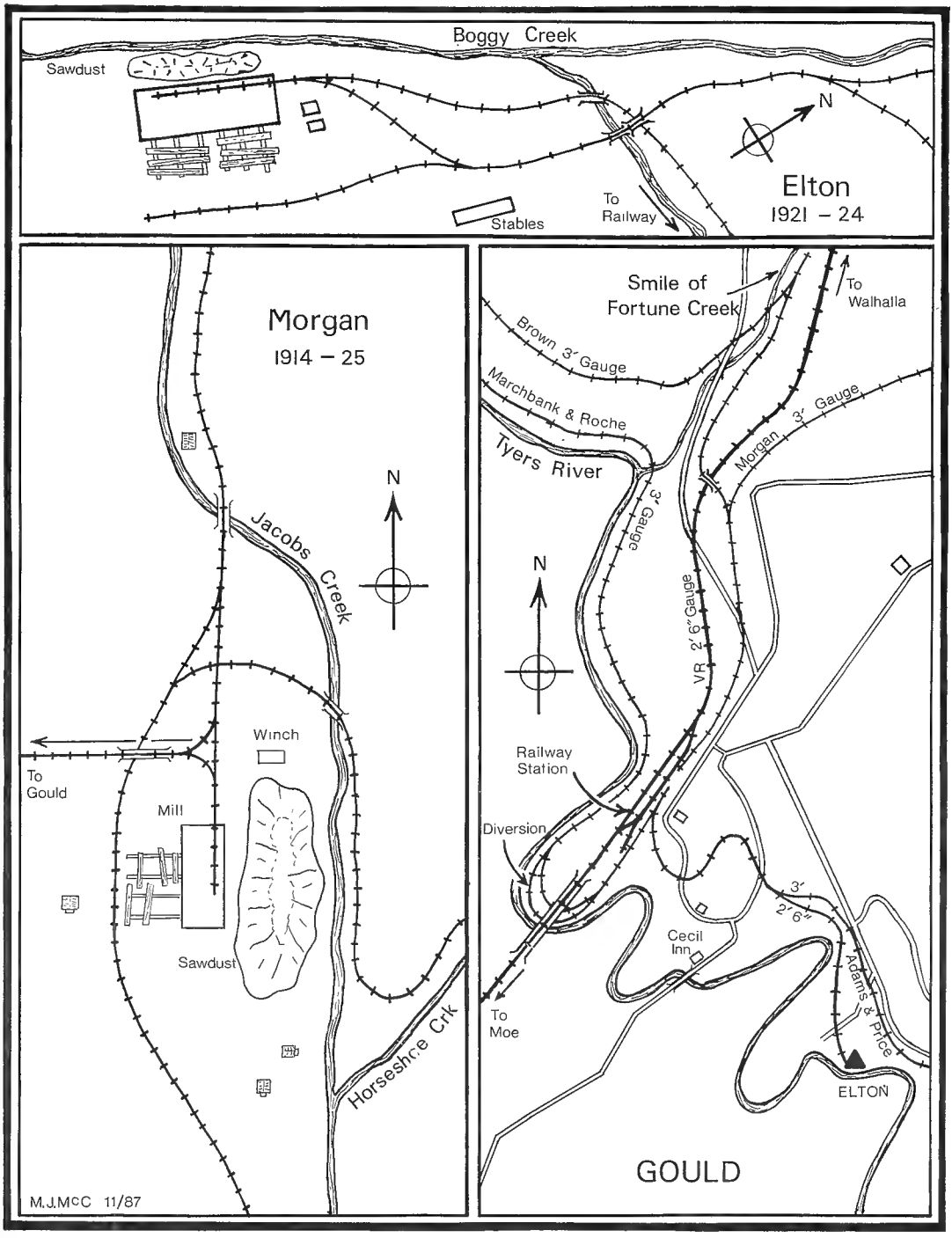
One of the men working in the log yard was Tom Brown. Tom sought employment with the Eltons to learn how to run a mill as it was his intention to purchase his own at some stage. In fact his opportunity came earlier than expected when the Eltons announced that they wished to sell the mill when the area they were currently working on was cut out. Brown's offer to buy the plant was accepted when the mill finally closed, in November 1928.

TOM BROWN

The Brown family was amongst the early settlers at Gould with various members selecting land alongside the Tyers River north of Gould. Tom was one of the sons. Perhaps encouraged by the success of other millers at Gould he purchased the Elton brother's mill in November 1928[41] and secured the timber rights to 500 acres (202 ha) on the west side of the Tyers River commencing about a kilometre from the station.[42]

It is notable that, aside from Elton's mills to the south which were on the other side of a low ridge, no other miller had seriously contemplated logging the west side of the river. The country was regarded as poor with a second rate forest of mixed species (Mountain Grey Gum, Messmate, Stringybark and Silvertop) most of which seemed small and unfit for logging.[43] But Brown was of the opinion that, with some enterprise, some hard work and well located log tramways, he could make a success of it.

The site he had selected for the mill was between Marchbank's tramway and the Tyers River about a kilometre out from the station. But it took some time to erect the shed and set the saws in motion. The 8 hp Marshall portable engine Brown had purchased from Elton was in drastic need of repair and was consequently despatched to Melbourne for overhaul. It was returned to Brown in March 1929 and was immediately installed in the mill.[44] Brown put the time the boiler was away to good use by constructing the mill shed and installing the machinery in readiness for the return of the power unit.[45] With such a small engine the mill was not a big producer, averaging about 2000 super feet per day and employed 13 men.


Boggy Creek
Sawdust
N
Elton
1921 – 24
To Railway
Stables
Morgan
1914 – 25
N
Jacobs Creek
Winch
To Gould
Mill
Sawdust
Horseshoe Crk
M.J.McC 11/87
Smile of Fortune Creek
To Walhalla
Brown 3' Gauge
Marchbank & Roche
Tyers River
Morgan 3' Gauge
3' Gauge
VR 2'6" Gauge
N
Railway Station
Diversion
3'
2'6"
Cecil Inn
Adams & Price
To Moe
ELTON
GOULD

Tramways

Charlie Elton not only sold his share of the mill to Brown, he came to work for him as well. In time he was to become the sawyer but initially he was employed as a tram-layer. He constructed the tram connection with Marchbank's line and a bridge and log tramway to the west side of the river. The bridge was quite substantial by normal log tramway standards with stone abutments supporting the log stringers.[46]

The tram trucks that had formerly belonged to Elton were all of 2ft 6in (762mm) gauge and, as such, were incompatible with Marchbank's line. But a solution was at hand. George Morgan had left Gould two years earlier and had re-established his mill at Growlers Creek at the terminus of the west branch of the 2ft 6in gauge Tyers Valley Tramway. Morgan had a number of 3ft (914mm) gauge timber trucks which were left over from his days at Gould and Walhalla and, because of the gauge difference, were now of no use to him. A suitable exchange was subsequently organised that left both millers satisfied.[47]

Mention has already been made of Brown's problems with Tommy Veale in regard to the use of Marchbank's tramway. This was a galling experience for Brown and he was to remain bitter about it for many years after. However, having decided to construct his own line, the question remained as to what direction it should take. First thought was to lay a line parallel with Marchant's all the way to the siding but this was soon rejected because of the earthworks necessary to achieve it in the narrow easement between the existing line and the river. The only other possible answer lay in constructing a line into the station from the opposite end to Marchbank, but this certainly had its difficulties too.[48]

The tramway, as constructed by Charlie Elton, crossed Marchbank's line quite close to the mill. A set of removable rails made this possible. On a fairly steep grade it rounded a small ridge and followed Smile of Fortune Creek for a few hundred metres to a reversing point. From here it climbed the opposite bank of the creek back in the direction of Gould to the top of the railway cutting immediately north of the station. Here Brown constructed a bridge over the VR narrow gauge railway to carry his tramway across to Morgan's abandoned line which was refurbished to convey the timber into the station.[49]

The arrangement was complicated and expensive to build but it was a far more viable answer than paying Veale £150 a year for the use of a tramway which Brown would also have to keep in repair.

Brown's first log tramway was constructed progressively over two years and travelled directly west from the Tyers River crossing, following a gully for about 4km, almost to the present-day Walhalla Road. When that area cut out a second line was built from the west side of the bridge. This tramway followed the Tyers River for about 3km. It was worked for only about a year when the depression saw a sharp decline in demand for timber.[50]

The mill continued to function but only to meet specific orders. The same crew would fall, snig, saw and transport the timber to the station. By this means Brown found that he could run the show with only five men.[51] Although the mill continued to operate in this scaled down fashion the logs were mainly obtained from the Brown properties rather than from the land over the river where a royalty of 1s 3d per 100 super feet had to be paid to the owner, Lancaster. When orders began to pick up Brown found that the log tramway to the north had "fallen to pieces" so he didn't both with it any more.

Brown's bridge over the Tyers River was damaged by flood waters on a number of occasions but perhaps the most notable occurred soon after the bridge was built. The stringers were washed clean away and ended up caught amongst other debris behind the Cecil Inn about 3km downstream. Brown hauled them out of the river and up to the station yard where they were loaded onto log trucks and taken back to the mill by tramway for reinstated in their rightful place.[52]

Tom Brown's mill shut down for good around 1933. The plant was sold to a sawmiller at Gilderoy where it was installed as a case mill.[53]

ADAMS AND PRICE, PRICE AND SAUNDERS

Early in 1929 Frank Adams and Barry Price installed a mill on Jacobs Creek about 1.5km downstream from Morgan's former site.[54] An incline carried the output of the mill 200 metres up the west bank of the creek to McFarlanes Road. From here a 3 foot gauge tramway was laid to the station, the last kilometre being built over the formation of the Eltons' abandoned 2ft 6in gauge line. The tramway was built before the mill and all the equipment, including a large stationery boiler, were sent out to the site over the line.[55]

The mill enjoyed a very brief existence for it seems the owners were at each other's throats more often than not. After only a couple of months of work Price sold his share to Adams, who owned the land on which mill stood, and went to work for

Tommy Brown's tramway bridge over the railway near Gould was the result of some lateral thinking by him in 1929 following the dispute with Tommy Veale over access rights to his tramway. It is the only known instance of a pure tramway bridge being constructed over a VR railway line.
Photo: T Brown, MJ McCarthy Collection

Tommy Brown. Adams lasted about six weeks on his own and subsequently resold the mill to Price. He worked the mill for a couple of months more but had moved the plant south to the town of Tyers by the end of the year.[56]

Price returned to the region in 1935, but this time in partnership with Harry Saunders.[57] Not much is known of Saunders although at one time he was employed by the Dyer brothers at their Tomahawk Creek Mill at Gembrook.[58] It seems they may have been in partnership since Price moved his mill to Tyers.

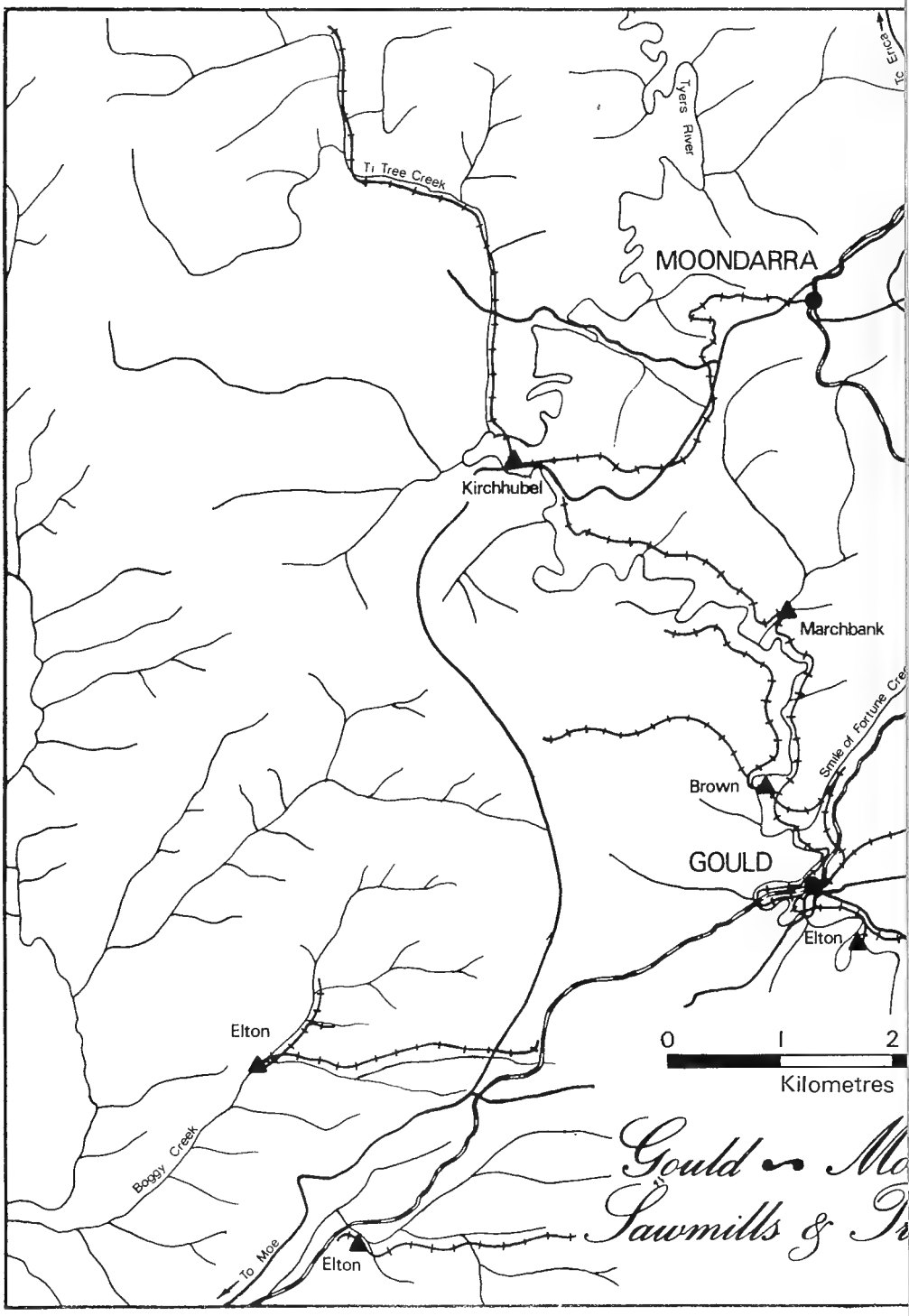
In January 1935 Price and Saunders took over the mill formerly owned by Christensen and Morley trading as the "Tyers Timber Mills". The plant was located on the Walhall-Traralgon Road at Tyers and was unusual for its time in that it was powered by electricity. Price and Saunders shifted the mill onto Whites Creek about 6km east of Gould and replaced the electric power unit with the portable steam engine from their own Tyers mill.[59]

A log tramway was built to the north of the mill and an incline connected the mill to the Walhalla-Traralgon Road. The log line operated until around 1942 when it was replaced by a crawler tractor.

It seems the incline was still in operation at least until 1950 and may well have been for some years after. Price and Saunders sold the mill to Australian Paper Mills in 1951. It is not known how long after that it continued to operate.[60]

KIRCHHUBEL

In 1936, H Kirchhubel moved Munro's old plant from Ten Acre Block, at the terminus of the eastern branch of the Tyers Valley Tramway, to a site on the Tyers River mid way between Gould and Moondarra.[61] Kirchhubel owned the Burnley Timber Co. situated in the eastern suburbs of Melbourne and had acquired the Munro mill after the latter firm had run into financial difficulties. Most of the workmen, including Frank Rayner, the mill manager, who had worked for Munro stayed with the mill and made the move from Erica to Moondarra.


Tyers River
Tc
Tr Tree Creek
MOONDARRA
Kirchhubel
Marchbank
Brown
GOULD
Elton
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0
1
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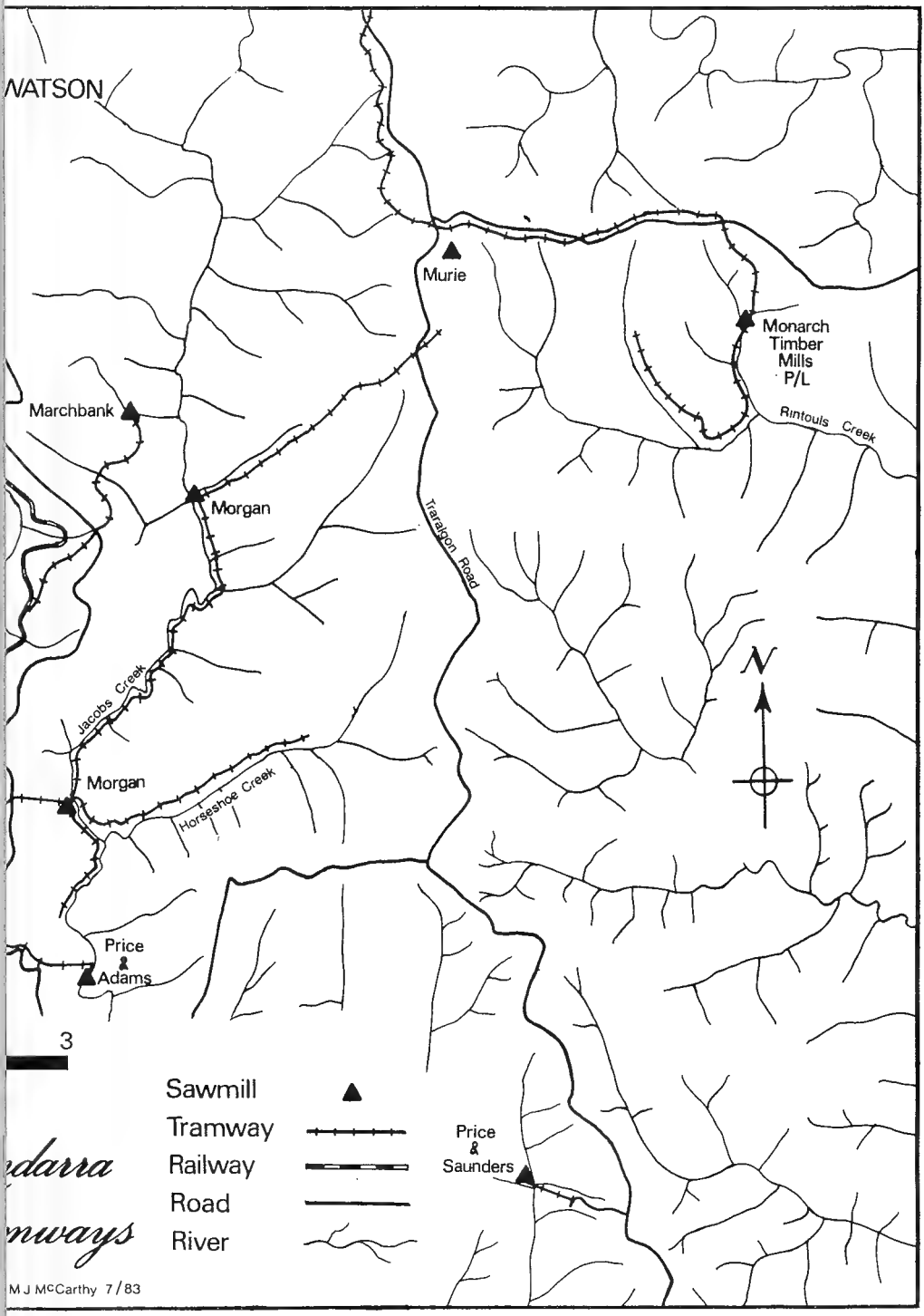
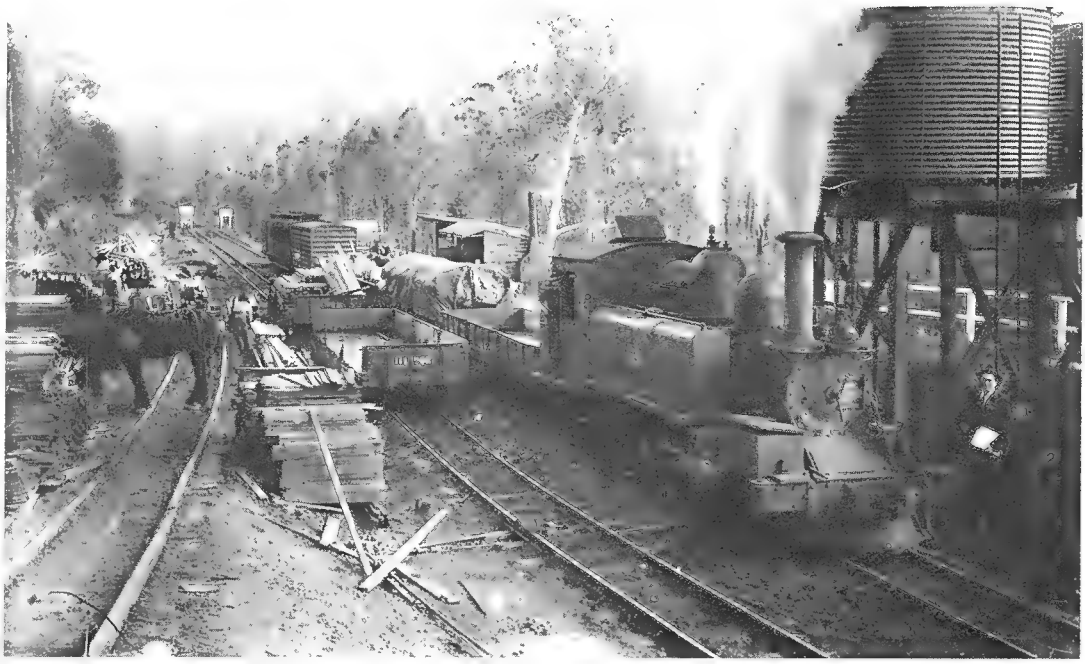
Boggy Creek
To Moe
Gould
Sawmills


WATSON
Murie
Monarch
Timber
Mills
P/L
Rintouls Creek
Marchbank
Morgan
Traralgon Road
Jacobs Creek
Morgan
Horseshoe Creek
Price
&
Adams
3
Sawmill
Tramway
Railway
Road
River
Price
&
Saunders
M J McCarthy 7/83



Gould railway station in 1925 with Morgan's tramway on the left, 13A at the front of the train, and the "railway refreshment rooms" on the platform. Photo: M Collins, MJ McCarthy Collection

The new site was only a marginal proposition in terms of the timber available. The logging area adjoined Marchbank and Roche's former area and consisted of a low quality forest of messmate, silvertop, and stringybark. The plant was erected on a large bend in the Tyers River and although it was close to ideal in terms of water supply, available level land and access to logging area, transporting the timber away proved to be something of a problem.

Outlet Tramway

The mill was located about 4km from the railway but there was a climb of some 200 metres out of the valley to get there. The initial plan called for the construction of a line to Gould station following and crossing the Tyers River twice by high bridges to avoid flood waters. It was to run onto Marchbank and Roche's former tramway formation and was planned to include an incline into the station. The route had considerable merit in that the grade was in favour of the load for most of the distance but the cost of the bridges forced a rejection of the proposal. Instead a shorter, more direct route was chosen but at the cost of having to incorporate very severe grades.[62]

The tramway, as built, left the mill yard by means of a lengthy incline constructed to a grade of 1 in 7 over 750 metres. The incline winch was located at the base of the rise at the edge of the mill yard. A horse worked tramway continued from the top of the haulage for another 2.5km, generally in a north-easterly direction, to a point below Moondarra station. From here another incline carried the timber the remaining 500 metres to the railway.[63]

Log Tramway

Construction of the outlet tramway was completed by March 1937 and concurrent with the construction of this line, a log tramway was extended to the north of the mill. This was to stretch 5km from the mill along Ti Tree Creek and had a number of short branches. Both horses and a Days tractor were used for log haulage on the line. The log tramway bridge over the Tyers River was an unusual structure in that it was supported by a single log. The log was notched to accommodate the support timbers for the tramway decking.[64]

Despite the investment in plant and tramway construction the mill was one of the shortest lived in the Gould area. The bushfires of January 1939 destroyed most of the log tramway and the associated bridges. Kirchhubel had one of the previous owners of the mill, Alec Munro who had

since become superintendent of Millars Timber Co in Western Australia, assess the remaining area. He did not consider it a paying proposition and cast doubt on whether it ever had been! Subsequently the mill was closed.

In October 1939 the mill was moved across to Tanjil Bren to work in the fire killed timber. It was to work there until around 1960.[65]

THE AREA TODAY

The township of Gould was submerged beneath the waters of Moondarra Reservoir in the 1960s and with it went whatever relics remained of the tramways and mills in the immediate vicinity of the railway station. A recent inspection, however, revealed remnants of both Morgan's and Brown's tramways not far from the former station site.

A walk down one of the tracks leading off the new Walhalla Road just past the Tyers River bridge takes you onto Marchbank and Roche's former log tramway. Wooden rails tossed to one side of the track are evidence of this.

No attempt has been made, to my knowledge, to locate the site of any of the Elton mills or tramways but no doubt such an effort would be rewarded with some quite fascinating findings. It is most unlikely that the area has been touched, except by nature, since the Eltons closed their mills.

The location of the current Walhalla Road bridge over the Tyers River is within a few metres of Kirchhubel's millsite and it is around this mill that the most interesting relics can still be found. In the 1970s wooden rails in-situ including passing loops could readily be found in this area but bulldozer activity in the late 1970s destroyed most of what remained. Fortunately the remains of the unusual tram bridge over the river near the mill were still to be found in 1986.

The present day road from the Tyers bridge up to the site of Moondarra station roughly follows the formation of Kirchhubel's timber outlet tramway and remains can be found on both sides of the road if you look carefully. A trip down Senninis Track takes you across the timber tramway formation (about 100 metres from the start of the track) and, about 3km along the track, a very well preserved section of the log tramway can be found. I would suggest that you refer to *Light Railways* No. 35 for more detail on how to find this second site.

Acknowledgements

I wish to acknowledge the assistance given by the following people with the research for this article. George Morgan (dec), Charlie Elton, Tom Brown (dec) and Ted Stuckey.

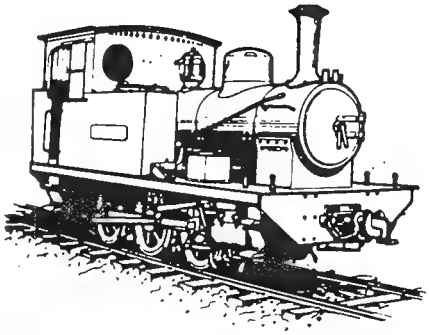
References

1. J. Adams, *Mountain Gold*, (Trafalgar, 1980), p.106.
2. EA Downs, *Speed Limit 20* 1963, ARHS (Victorian Division).
3. *Walhalla Chronicle*, 10 July 1914.
4. *Walhalla Chronicle*, 25 July 1913.
5. *Walhalla Chronicle*, 5 July 1912.
6. *Walhalla Chronicle*, 29 May 1914.
7. G Morgan. George was the son of G V Morgan. He was often at the mill as a child and later, after the mill had been shifted onto the Western Tyers River on the Tyers Valley Tramway, he took over ownership.
8. *Walhalla Chronicle*, 10 April 1914.
9. *Walhalla Chronicle*, 17 April 1914.

Morgan's second mill at Gould, the "Top Mill", was to work for only about two years. The size of the sawdust heap in this view suggests it was taken late in 1926. Photo: MJ McCarthy Collection

10. G Morgan.
11. Charlie Elton. Charlie owned his own mills in the Gould area as well as working for George Morgan at one time.
12. C Elton and G Morgan.
13. Charlie Elton.
14. Charlie Elton.
15. FCV 26/3772.
16. Charlie Elton.
17. B Lloyd, *Gold at Gaffneys Creek,* (Wangaratta 1981), p135-137.
18. N Houghton, *Timber Mountain,* (Melbourne 1986) p20.
19. T Brown. Tom was a member of one of the earliest families that settled at Gould. He worked at Morgan's mill for a time and then had his own mill in the district.
20. FCV 24/1012.
21. Charlie Elton and George Morgan.
22. N Houghton, *West Otways Narrow Gauge,* (*LR 45* Spring 1973), p26.
23. Tom Brown.
24. FCV 58/1144.
25. T Brown.
26. FCV 28/149.
27. T Brown.
28. FCV 58/1144.
29. D Proctor. Dave managed Marchbank's mill for a time at Gould before moving to the Otways.
30. D Proctor.
31. FCV 58/1144.
32. *Walhalla Chronicle,* 31 May 1912.
33. C Elton.
34. FCV 24/984.
35. FCV 24/984.
36. C Elton.
37. T Brown and C Elton.
38. C Elton.
39. FCV 24/984.
40. T Brown
41. T Brown
42. FCV 28/149.
43. FCV 28/149.
44. T Brown.
45. T Brown.
46. T Brown.
47. T Brown.
48. T Brown.
49. Tom Brown.
50. T Brown
51. T Brown "Moondarra and Gould District Recollections" *Coach News* (Dec 1977).
52. C Elton.
53. T Brown.
54. C Elton.
55. T Brown.
56. C Elton.
57. FCV 44/723.
58. J Dyer 24/8/84. John was a son of Maurie Dyer, one of the owners of the Dyer brother's Gembrook mills. He knew Harry Saunders well.
59. FCV 44/723.
60. FCV 44/723.
61. MJ McCarthy, *Trestle Bridges and Tramways, Light Railways* No. 79, January 1983.
62. FCV 58/1144.
63. FCV 58/1144.
64. Site inspection by author 10 August 1971.
65. FCV 58/1144.

Gemco 6wDH locomotive with AQ-AQB set of passenger cars at Mussel Pool on the WALRPA Bennett Brook Railway. Photo: Ken Watson



BOOK REVIEW

BELLBRAKES, BULLOCKS AND BUSHMEN: by MJ McCarthy. Light Railway Research Society of Australia, Melbourne 1987. 104 pages, 210 x 295mm, numerous photographs and maps, some colour, hardbound.

Mike McCarthy has produced this thoroughly researched history of sawmilling in the Gembrook district of Victoria from 1885 to 1985, covering in all some 60 mill sites and focussing upon the system of timber tramways which fed mostly into the VR narrow gauge terminus at Gembrook.

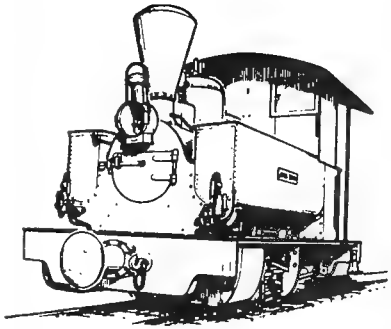
The strength of this book lies in its lucid account of the bush people, their sawmilling activities and the central role of the numerous timber tramways which provided the commercial and social thread of life to these scattered communities. Many anecdotes, both tragic and hilarious, and personal accounts of old-timers convey a feeling for the constant hardships and hazards of bush life.

The book traces the advance of timber-getting through four distinct phases during the expansive years down to the 1930s. These phases were influenced by the arrival of the VR railway at Gembrook, sited on a ridge of land high above the surrounding forest valleys, and by advances in transport methods to deal with the steep hauls to Gembrook. Thus, in the early days timber was cut to the south and taken to Nar Nar Goon. After 1900 timber was brought initially from forests on the ridge along tramways feeding into the new VR terminus. Then the area north-east toward Beenak was tapped. Finally, improved technology of the 1920s opened up the Black Snake Creek to the south-east, the long difficult haul being accomplished with a well engineered tramway using locomotive power. This system featured Russell's large articulated steam locomotive and the equally famous Morris Cowley "Canardly" converted to a personal railcar.

Besides the larger mills, a careful account is given of the many small and often obscure mills, presenting whatever scant information has survived. Concise, informative appendices, and notes on many personal interviews reflect the thoroughness of the work.

Production of the book is excellent, with ample high quality maps (McCarthy pen), and photographs from many sources which capture the bush life superbly. A most worthy companion to *Powelltown* (LRRSA 1984) with which it contrasts in many ways, it is the definitive work on this subject.

JCR



LETTERS

JW WYETT, BEACONSFIELD TRAMWAY, LR. 95, 99 The article in *Light Railways* No. 95 and Richard Horne's letter in *LR. 99* referring to the railways at Beaconsfield are of interest to me. My grandfather was CE Wyett, son of JW Wyett. My mother was born in Beaconsfield, but left there as a young girl when her father moved to Adelaide about 1910.

Unfortunately, Mum cannot recall any detail of the tramway at Beaconsfield. I have gleaned some information from available references. *The Cyclopedia of Tasmania,* published in 1900, notes:

THE BEACONSFIELD TRAMWAY (Mr JW Wyett, proprietor) runs from Beaconsfield to Beauty Point Jetty, a distance of three miles . . . , and to Bowen's Jetty, a distance of two miles. At the latter jetty all coal required by the Tasmania Mine is discharged, and taken by tram thence to the mine, over 300 tons being taken over the tramway every week. A serviceable locomotive is employed as the motive power, and this is shortly to be supplemented by a more powerful engine. Mr Wyett has the contract for carrying all coal, stores, machinery, etc, to and from the Tasmania Mine, also a considerable amount of goods for the storekeepers . . . The tram is also used for the conveyenace of passengers on holidays. Mr JOHN WYETT has been a resident of Victoria and Tasmania since 1852. He is a native of Peckham, London, born in 1832, and came to the colonies when a young man . . . [I]n 1883 he settled in Beaconsfield and started the tramway, which has been in constant use ever since, and has grown into a large concern . . . He is assisted in the working of the tramway by two of his sons and eight other hands. The eldest son, George Boyster, assists in the management, and the other, Charles Edmond, is the engineer in charge.

Accompanying the article is a photo which shows an 0-4-0T locomotive (having long side tanks with coal rails on top characteristic of Kerr Stuart locos) in charge of a train of open passenger vehicles fitted with longitudinal bench seats. There is a photo of a similar locomotive in a book of photos taken by HJ King published in 1980 by the Mary Fisher bookshop. Text accompanying the photo reads:

In December 1881 JW Wyett opened a horse drawn between Beaconsfield and Bowen's Jetty on the Tamar, with iron rails laid to the three foot gauge. In 1885 an extension was made to the TGM Company's reduction works at Flowery Gully, and in January of the following year, a branch line to Beauty Point was opened. With the completion of this extension, steam traction was introduced, although the tramway was used entirely for passenger traffic until 1890, when Wyett began to provide the right of way and motive power for ore trains made up of TGM Company rolling stock. The mining company purchased the tramway after Wyett's death in 1910 and it operated until December 1915, The Tasmania Mine having closed in November 1914.

Other references to the Beaconsfield tramway include TC Cooley, *Railroading in Tasmania* (Govt Printer, 1961); Janet Kerrison *Beaconsfield Gold* (Beaconsfield Rotary Club, 1963); and Coultman Smith, *Town with a history* (Beaconsfield Museum Committee, 1978). Kerrison's book does not have a lot to say about the tramway, while Cooley has a lot to say, contains a lot of photographs and, I suspect, has a number of errors. For example, it repeats the statement that the line was sold to the mine in 1910. I have doubts that the sale took place

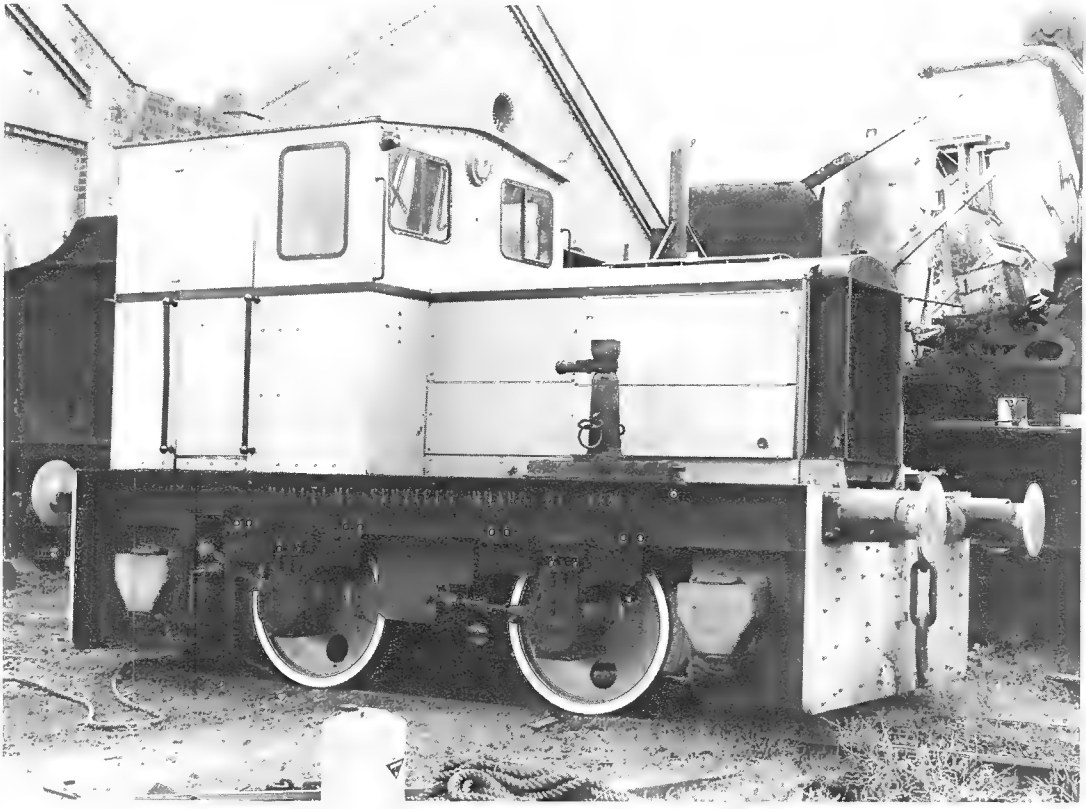
as late as 1910 as my mother says that her father worked for the Beaconsfield Council for some years before the family moved to South Australia in about 1910. I believe that the tramway was taken over soon after control of the mine was sold to British shareholders in 1903. The new managers poured vast amounts of capital into the mine. Cooley's book also contains a map which shows Wyett's tramway extending to the reduction works on Middle Arm. This is the narrow gauge line which is described in *LR. (5.*

Coultman Smith gives additional information along with a detailed history of the mines and description of TGM's enormous pumping plant which consumed most of the profits from the gold. There is a reproduction of a drawing of Wyett's horse drawn tram which was a bogie vehicle with longitudinal seats facing toward the right hand side. Photographs include the electric locomotive, as reproduced in *LR. 95,* and a Kerr Stuart 0-4-0T locomotive with an enclosed cab, apparently of more recent vintage than those mentioned above. The caption reads "The new engine bought for Wyett's tram when the Tasmania Co took it over in 1904". Incidentally, the route of the electric tramline to Middle Arm is still shown on recent issues of the *Tasmap* 1:100,000 series. I believe that this line never formed part of Wyett's tramway.

I have attempted to trace the formation of the Beaconsfield Tramway, but there is little to be found there today except for the abutments of the bridge which carried the line across a swampy inlet about 1 km from Beauty Point. I would be interested to correspond with anybody who may know more of the history of the tramway or the huge steam pumping plant which was installed at the mine.

[Address: 47 Corby Ave, West Hobart, 7000]

Wally Mounster
West Hobart, Tas



Ex-Maritime Services Board, Coffs Harbour, *Planet* locomotive at Richmond Vale Railway Museum, Kurri Kurri, NSW, 4 October, 1987. Photo: Peter Jzilezch, courtesy Ray Graf

BEACONSFIELD TRAMWAY (continued)

In the course of research in the Launceston newspaper *The Examiner,* I have come across a number of references to the Beaconsfield Tramway, and in particular, one which states that the 'first locomotive' was a Bagnall. In view of recent correspondence about Beaconsfield in *Light Railways,* I thought that a summary of the more interesting references might be helpful to other members. The dates are those of the issue of the *Examiner* in which the information appeared:

25/10/1881: Mr JW Wyett (recently arrived from Victoria) has obtained concession from the Government and property owners to build a tramway from Beaconsfield to Bowen's Jetty (a few chains over two miles). Work will begin almost immediately and expected to be in running order by the end of the year. Wooden rails will be used, possibly iron rails later. A light passenger car will be placed on the line.

4/1/1882: Beaconsfield-Bowen's Jetty tramway opened 2/1/1882, although rails laid only to Henderson's Battery. Beaconsfield terminus directly opposite Collins' Hotel. Carriage will meet all steamers.

31/1/1882: Wyett's tramway getting in better order and continues running goods up from the jetty.

18/11/1884: About 7 weeks ago Mr Wyett began to extend the tramway to Beauty Point jetty because steamers from Launceston now call at Ilfracombe. Some delay because of lack of timber, but line likely to be open for traffic in about a fortnight. Extension includes a 10 chain cutting, bridge over a creek and sea wall near the jetty. Iron rails mainly used, about one mile having been laid. Maximum grade 1 in 50.

1/9/1885: Parliamentary Select Committee consideration of private bill to authorise construction of railway or tramway from Beaconsfield to Flowery Gully. About three years ago Mr Wyett laid a 3ft gauge wooden tramway for 2 miles and 12 chains from Beaconsfield to Bowen's Jetty for horse traction. Plain but serviceable passenger cars meet every steamer and goods trucks run as required. Twelve months ago Wyett built a branch 1 mile 41 chains long to Beauty Point jetty, commencing from a point 1¾ miles from Beaconsfield. Total length Beaconsfield-Beauty Point now 3 miles 10 chains. Some two months ago Mr Wyett began replacing wooden rails with 18 lb steel rails, although over a mile of the Beauty Point branch was laid with 40 lb rail. A short while ago a modern eight horsepower locomotive (weight 3-4 tons) was imported from WG Bagnall of Stafford and on a trial trip last week on imperfectly ballasted line proved a great success. As well as the government jetties at Beauty Point and Bowen's Jetty, Mr Wyett has built a new jetty for lime boats half a mile on the Beaconsfield side of Beauty Point.

The rolling stock now comprises one locomotive, two light passenger cars and a number of bogie trucks.

The proposed extension is from Beaconsfield to Flowery Gully near the lime kilns and sawmill, a distance of 5 miles.

5/12/1885: Mr Wyett busy completing railway to Beauty Point. About one mile of wooden rails still to be replaced with iron or steel.

28/5/1886: Prospectus issued for Beaconsfield Tramway Coy Ltd. Will take over the Beaconsfield-Beauty Point line which has been worked successfully over four years. More capital needed for extension to Flowery Gully for mine firewood and timber traffic. Line will have iron rails and the locomotive now working it will be used. Wyett's Tramway Act was passed last session. Wyett will take 1,800 paid shares and company will be formed when 5,000 shares applied for.

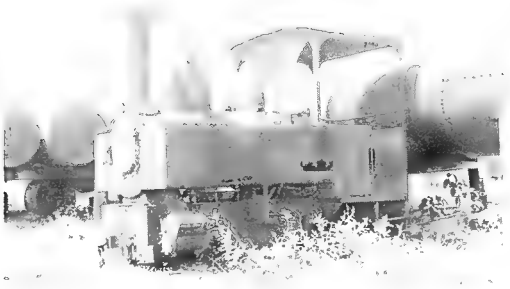
18/4/1890: Mr Wyett has repaired his tramline to Bowen's Jetty and most of the heavy traffic (coal in particular) is now confined to that route, thus relieving Beauty Point jetty.

31/1/1891: Mr Wyett is repairing his tramline and laying down a new branch from the main line to the Tasmania Company's main shaft, preparatory to conveying the new machinery for the mine. Strong iron rails are being laid down and when completed the line will be in first class order from the mine to Bowen's Jetty.

Jim Stokes
Curtin, ACT

[*Ed:* Although there are a number of references to four Kerr Stuart locomotives on the Beaconsfield Tramway, records indicate that Wyett had only two locos from this builder — 643/1898 and 685/1900. They were ordered through Davis & Soper of Melbourne and Launceston respectively. References to additional Kerr Stuart locomotives appear to be based on an article by CB Thomas in an early ARHS *Bulletin.*

The report that Wyett's first locomotive was a Bagnall is particularly interesting. The only potential candidate appears to be No. 682. Allan C Baker ("The First Hundred Bagnalls", *Industrial Rly Record,* No. 100 Feb 1985) lists this as 2-4-0T built to 3 ft gauge in 1885 with 5½ x 9 in cylinders and named *Kartoum* or *Khartoum.* It was ordered by J Terry & Co in 1884 and completed in February 1885, but Baker states it was not dispatched until May 1887. Arthur Winzenried (*Britannia Creek,* 1986, p55) reports that this locomotive is thought to be *Westward Ho,* which was used by Cuming Smith & Co at Britannia Creek, Victoria from 1907. It is traced back to the locomotive *Khartoum,* operated by Mason & Co between Hodgkinson and Port Welshpool from June 1891. If Bagnall 682 was despatched by May 1885 or earlier (rather than May 1887), then it could conceivably have been in service at Beaconsfield by August 1885. This raises the question of why Wyett would have sold his loco in 1891, eight years before he purchased his first Kerr Stuart? Richard Horne (*LR. 99*) questions whether one of Wyett's locomotives was the vertical boiler loco listed in Tasmanian boiler inspection entry 1603. Can any reader provide any further information on this subject?]



Decauville No. 399 in storage at Millaquin mill.
Photo: JL Buckland collection

DECAUVILLE B/NO. 399, LR. 78 In his article on the Vancouver-Figi Sugar Company, Martin Rogers states that locomotives Nos 2 and 3 (Decauville 38/1883 and 399/1904) came to Australia after 1922. Jack Brady stored No. 3 at Millaquin sugar mill for many years before it was scrapped in 1937. While shuffling through a box of old and odd photographs the other day, the enclosed one literally fell out. According to the caption in the late Gifford Eardley's hand (and amended by George Bond as to its origin) the photograph is of ex-Navua No. 3 at Millaquin. I presume the photo was either taken by Eardley, or his cobber Bart Wiles.

John L Buckland
East Brighton, Vic

WEST AND SOUTH MELBOURNE GASWORKS TRAMWAYS, LR. 20, 21, 90, 92, 93, 98 Referring to the letter from Charles Small in *LR. 98* regarding the size of the Decauville locomotive Nos. 43 and 90, I believe that the Couillet records, being the primary source, would probably be more accurate. I was not basing my view only on the Decauville catalogue, but also on the information supplied by "The Federation des Amis des Chemins de Fer Secondaries" with additional information that is supplied in the above catalogue, but this may have perpetuated the error in the catalogue.

However, I am unable to accept that the South Melbourne plant "came on stream much later" than the early 1890's. The South Melbourne Gas Co was formed at a meeting in September 1871, and was incorporated by Act of Parliament in September 1872. The six acre site was rented to them by the Government at £100 per year. The first gas was supplied from the works on 22 March 1873.

The feuding between the South Melbourne Gas Co, The Melbourne Gas & Coke Co and the Collingwood Gas Company is an interesting story on its own, reflecting the attitudes and values of Victorians in the period between the gold rush and the 1890's depression. The three companies were merged into a single company in 1877, the merger being authorised by the Metropolitan Gas Company Act (No. 586 of 1877).

The Melbourne Harbour Trust annual report for 1889 recorded that:

> [o]n the 16th September the Metropolitan Gas Co submitted proposals for widening the pier (Town Pier) at the shore end, so to provide for lines of rails to be laid in connection with the lines of rails permitted by the council of Port Melbourne, to be laid in the streets of the borough to the companies works at South Melbourne.

The report went on to state that, subject to agreed conditions, the request was agreed to. The MHT report of 1891 stated that the work on the wharf had been completed by the Tho Dalglish & Son in May 1891. This report included a map showing the tramway.

The fact that Decauville supplied 6.5 km of tramway to the Metropolitan Gas Company in March 1890, together with other tramway equipment including locomotive No. 90, would seem strange if it were not intended for South Melbourne. *Light Railways* No. 21 contains a report by G Watsford of a photograph, dated 19 October 1914, which showed the tramway in use.

Since this correspondence commenced, an excellent history of the gas industry in Victoria, *The Circle of Influence* by Ray Proudley, has been published. Mr Proudley indicated that the arrangements to build the tramway and modify Town Pier were made because of the success of the coal handling system at West Melbourne (p.84-5). He goes on to say that it was planned to commence laying tracks in 1891. This tramway continued to be used for coal transport until the works closed in 1931 due to the depression.

The tracks in the street were laid in concrete during the shut down period to provide work for some of the displaced employees. Unfortunately, when the works reopened in 1934, coal was transported from West Melbourne and the relaid tracks were never used.

Referring to John Browning's mention of the elevated staging between the tracks at the West Melbourne wharf, it would appear that this was

installed to facilitate the unloading of the buckets used to remove the coal from the ships holds. I do not think they were painted out of the earlier photo, as it was one of a series taken by John Lindt, and the two other photos in the series clearly show short, apparently movable stages for the operator to stand on while emptying the buckets. One of these stages is clearly seen on p.14 of *LR. 90,* on the right hand side beneath the elevated bucket. I believe these photos were taken during the testing period because of the apparent newness of the decking and structure, and the bagged coal on the wharf (shown in one photo) which may have been used for testing the hydraulic cranes. The extended stage would probably have been installed later when the cranes were increased from two to four. Hydraulic capstans were used to move trucks on the elevated wharf.

WL Wilson
Sunbury, Vic

[*Ed:* Much of the above information on the South Melbourne gasworks tramway was originally published in a short article by LI Richards and WL Wilson in *LR. 20.* It appears that this source has been overlooked in some of the recent correspondence on this topic, most likely because few members have access to the early article. The LRRSA is working on an upgraded index for *Light Railways* to provide researchers with an adequate reference to all the material which has appeared over the past 25 years.]

BALL'S HEAD COAL LOADER, LR. 99 In answer to John Buckland's letter on the above, the gauge was not two feet but twenty inches (508 mm). Ken McCarthy wrote an excellent article on the subject for *Trolley Wire* December 1975 and June 1976 issues.

Paul Simpson
Panania, NSW

IDENTIFICATION REQUIRED, LR. 95, 99 John Browning's letter re the 4wDM loco at Kingscliff NSW as having a "Caldwell Vale" builders plate attached to the cab, has prompted me to look through the many photos I have of Calwell Vale locomotives. (They manufactured their first loco in 1912, by 1916 the name changed to Purcell Engineering). But I found that there was NO similarity between the loco depicted in *Light Railways* 95 and 99 and any of the Caldwell Vale/Purchell locos.

All of the locos made by Purcell Engineering were sold under the name of *VANGUARD,* as were many other products they made including 4WD motor tractors, lathes, drilling machines, ball bearings, grinders, petrol pumps, marine engines etc.

The builders plate attached to these items was rectangular in shape, with the shop or order number stamped on it. In all the photos of CV locos, only one has an oval plate and it was attached to the head of the radiator tank of a loco that was sold to the Government of Tonga, c1913-15.

Thus, I suspect that the plate in question was of Caldwell Vale origin, but off some other piece of equipment they made and someone attached it to the loco as decoration.

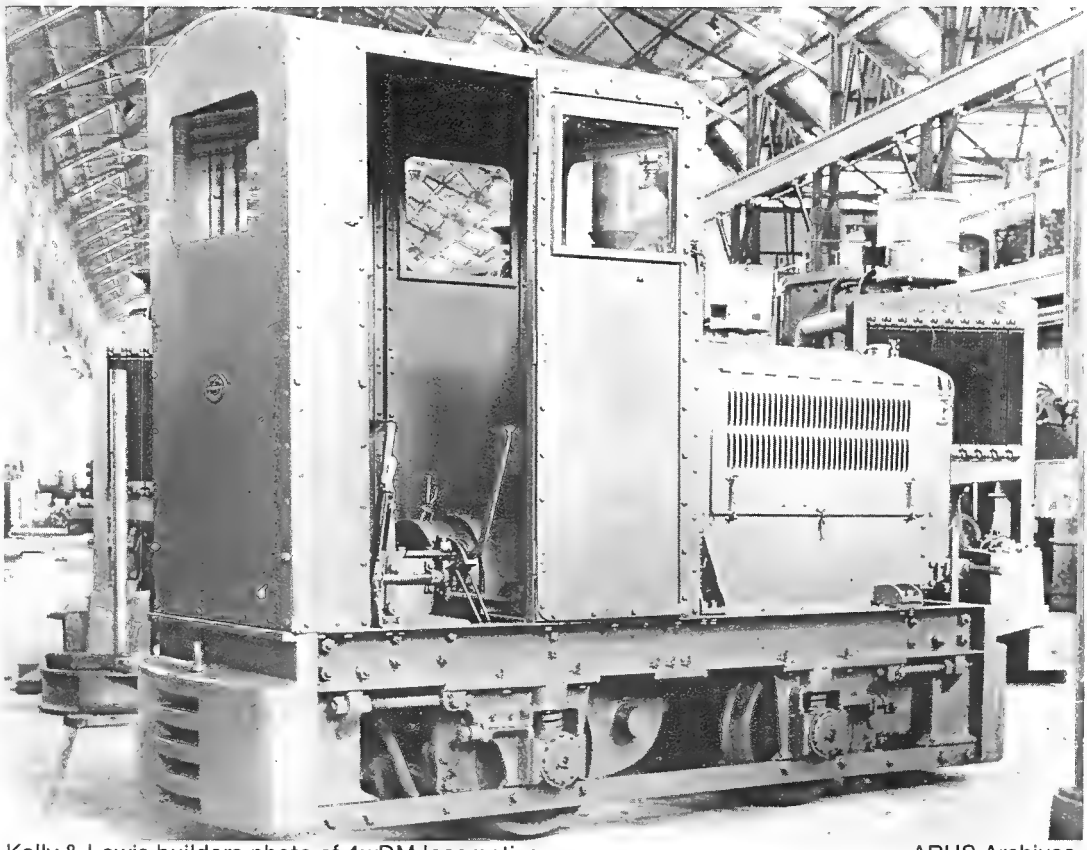
It is interesting to note that CV/PE locos used siderods to drive the front axle, whilst the rear axle was driven by an axle-hung gearbox and petrol motor both of their own design and manufacture. Some locos were fitted with CV patented retractable friction drive wheels which could be raised and lowered as required. These "wheels" were in fact two clutch plates on an axle which was chain driven from the rear axle, the periphery of the plates were shaped such that the plates fitted over the hed of the rail and as more friction was required the plates would spread apart when forced down by means of a hand screw thus obtaining maximum tractive effort for the loco.

As I am researching the history of Caldwell Vale/ Purcell Engineering and their products I would be pleased to hear from any reader who may have information on Caldwell Vale/Purcell locos etc. Write to P Simpson, PO Box 105, PANANIA 2213.

Paul Simpson
Panania, NSW

IDENTIFICATION WANTED, LR. 95 AND 99 With Peter Medlin's letter in *LR. 99,* I was reminded of another member (or possibly one of the two known) of what has been up to now a truly 'lost tribe'.

The Captain Cook Graving Dock was built at Garden Island, Sydney, the construction taking place from 1940 until 1945. Used during construction was a short standard gauge railway for materials transhipment with a Grafton steam crane, and a two foot gauge railway within the dock excavation itself. This railway operated roughly from mid-1942 until early 1944. A locomotive named *FLORA* with the distinctive 'Fowler' radiator was present in some of the photographs of the construction.



Kelly & Lewis builders photo of 4wDM locomotive. ARHS Archives

Of greater interest is the enclosed Kelly & Lewis builders photo that I fortuitously came upon in the ARHS (NSW) archives early this year. Apart from the differences due to gauge, it appears identical to the locomotive illustrated in *LR. 95*. The oval builders plate that John Browning mentions in his letter (*LR. 97*) is visible on the cab rear. Alan Watson and myself spent some time with the original print, but could only discern the word 'Melbourne' around the bottom curve.

The unusual angle for a builders photo could be accounted for by the perceived embarrassment of having the Fowler name emblazoned across the front of the locomotive. This may also account for the backdrop of Kelly & Lewis radiators on what appear to be quite substantial locomotives, with at least four in an early stage of erection.

Craig Wilson
Pennant Hills, NSW

JOHN FOWLER 5006/1885, LR. 78, 81, 99 Richard Horne's photo of John Fowler 0-4-0WTG (5006/1885) in *LR. 99* p21, reminded me of some correspondence we had exchanged some time ago on this locomotive and prompted me to do some more research on this engine. The facts, as I piece them together, appear to be:

- The contract for the first section of the WAGR Eastern Railway, from Chidlow's Well to York, was awarded to Edward Keane, of Adelaide, on 22 October 1883, and opened for traffic on 29 June 1885. Keane had been called into partnership with JW Wright, to complete the previous section (Guildford-Chidlow's Well), when Wright was unable to complete the work, and was successful in obtaining the contract for the next extension from Spencer's Brook to Northam, opened on 13 October 1886. Keane then went on to be involved with other railway construction

ventures in Western Australia, most notably the Midland Railway Company.(1)

- To provide timber for the early contracts, Keane established a mill at Helena Vale, near the site later to become Lion Mill (and subsequently renamed Mt Helena). Presumably the Fowler engine 5006/1885, was purchased by Keane to operate this mill as business increased.
- James Cornish Port came to Perth in 1883 from Adelaide, to represent Richard Honey, timber merchant of Port Adelaide. Honey had secured a contract for construction of the National Bank in Perth. Port set up a timber yard and mill at Fremantle. According to Thomas (see references), "Supplies of timber were obtained from Kean's mill at Helena Vale, later known as Lion Mill, a name bestowed upon it by Port to perpetuate a similar name of Honey's mill at Adelaide." This infers that Keane's mill (and assets) was purchased by Port and Honey. Their interests in WA expanded to the point where Honey himself came over to WA, but he died soon afterwards. Port purchased his interests and, in 1898, needing more capital, formed a company under the title of The Jarrah Timber & Wood Paving Corporation, with a capital of £250,000; 50,000 acres of leasehold timber on the Collie River, and a tramway connection with the WAGR Brunswick Junction-Collie railway at Worsley.(2)
- The WA Machinery Department boiler inspector recorded a John Fowler locomotive out of use at No. 1 Mill, Worsley, on 26 October, 1900, owned by the Jarrah Timber & Wood Paving Corporation. This company was absorbed in 1902 into Millar's Timber & Trading Coy (1902) Ltd, but the loco did not work again and its boiler was permanently condemned on 15 April 1904. The steel boiler measured 7ft 8in long by 3ft 3in diameter, with grate area of 4.4 square feet, but no other details are recorded.(3)

It therefore seems clear to me that the loco at Worsley, which had puzzled me for years, was indeed Keane's Fowler, 5006/1885. B Henderson's reference in *LR. 78* (p20) to R Honey & Co's prospectus to form a new company, the West Australian Timber & Saw Mills Coy, in November 1895, seems not to have come about (possibly due to Honey's death?).

References

1. GJ Higham, *Over the range,* ARHS (WA Division), 1968.
2. WC Thomas, "Mills and Men in Western Australia", *The Australian Timber Journal,* June 1938, p246. [Thomas gives 1888 as the date for the formation of the JT&WP Corp, but other events mentioned in the same article indicate that this date should be 1898.]
3. WA Machinery Department, boiler inspection records, file No. 757.

Adrian Gunzburg
Glen Huntly, Vic

HUDSWELL CLARKE UNDERGROUND LOCOMOTIVES, STOCKTON BOREHOLE COLLIERY, NSW, LR. 97 Another aspect of the story of these locomotives has been revealed by Keith McDonald and JLN Southern as a result of their separate researches into the collieries of Australian Iron & Steel Pty Ltd, situated in the Illawarra district of New South Wales.

One of the Hudswell Clarke 0-6-0DM locomotives from Stockton Borehole was sent by BHP to its subsidiary's Corrimal Colliery in about 1975, and was possibly the standby unit which would be in the least perfect condition. The builder's plate had apparently disappeared; no identification of the loco has been made. Attempts were made to place it in service at Corrimal but the engine proved very difficult to start and keep running. There were also problems experienced with the mechanical transmission. Only a maintenance engineer sent from Newcastle could keep the loco operational and drive it successfully. As the headstocks were not suitable for the couplers on Corrimal stock, and the loco could not be driven by a regular driver, it never went underground at Corrimal. Instead, it was returned to Newcastle.

John Browning
Mackay, QLD

LOCOMOTIVE BUILDERS NUMBERS Articles in *Light Railways* are of a very high quality — the method of setting out references to where information has been gleaned is excellent — but quite a few of the writers appear to have a strange aversion to giving information about the locomotives they mention which I (and I assume, many others) would find the most interesting part of the article, if it were given. Frequently, locomotives are mentioned, without giving builder's serial numbers, when it is obvious that the author had ample opportunity to record them.

The article on "Tramways down the Gorge : the Story of Hillgrove 1937-87" (*LR. 96*) while otherwise very well researched and set out, is a case in point. In at least two places it does not even mention how many locomotives are in use at a particular mine, much less give their serial numbers. I would have found these much more interesting (and important) than detailed dimensions of tramway skips.

I hesitate to grumble, but have been surprised (and slightly irritated) by the same thing a number of times previously.

WW Henderson
Baulkham Hills, NSW

One of "C Rudd's new series of country views", believed to show Wheeler's tramway, Mt Wilson, Victoria. Courtesy: G Thorpe

WHEELER'S TRAMWAY, MT WILSON, VICTORIA Recently I was shown, through the courtesy of member Geoff Thorpe, an interesting photograph of a tramway at Mount Wilson, near Bullarto. The view is almost certainly that of Wheeler's tramway connecting his two mills along the Lerderderg River. (See *Timber and Gold* p.54-59.) The image confirms literary evidence of Wheeler's general tramway construction methods viz principal and stringer and indicates a wide gauge tramway. The lack of any scale reference such as human figures or horses prevents an accurate assessment of gauge but it would have been around 5 feet.

Fragments of this tramway apparently were still in evidence as late as 1951.

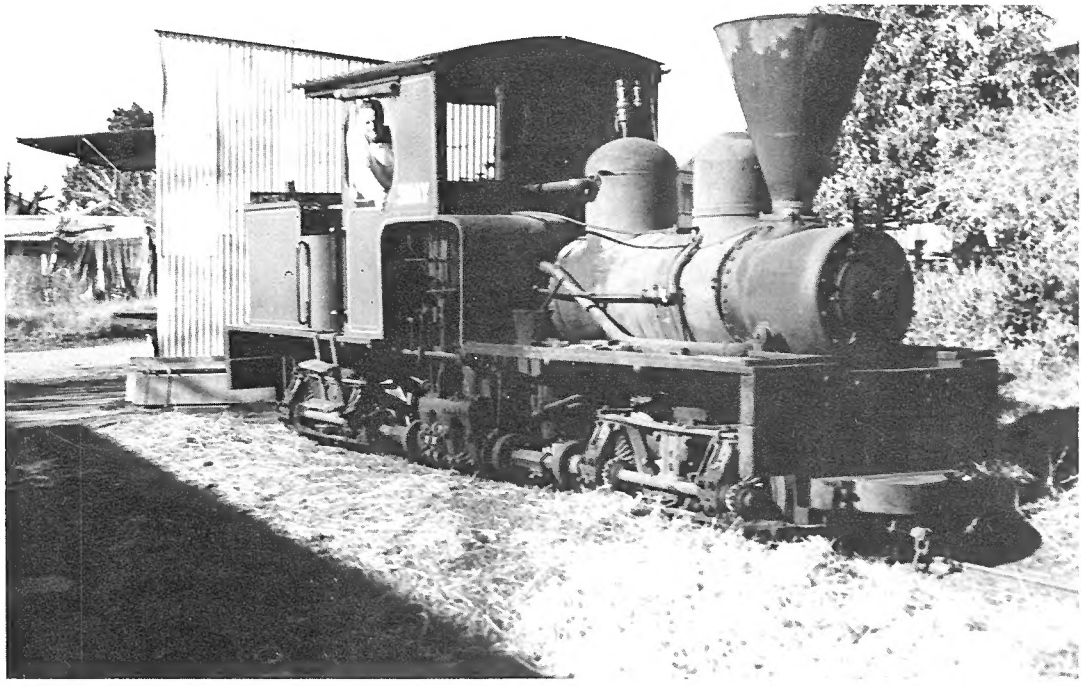
The publications editor and I had great difficulty in locating suitable illustrations for *Timber and Gold* so it is pleasing when an unexpected bonus such as this turns up.

Norman Houghton
Geelong Historical Records Centre, Vic

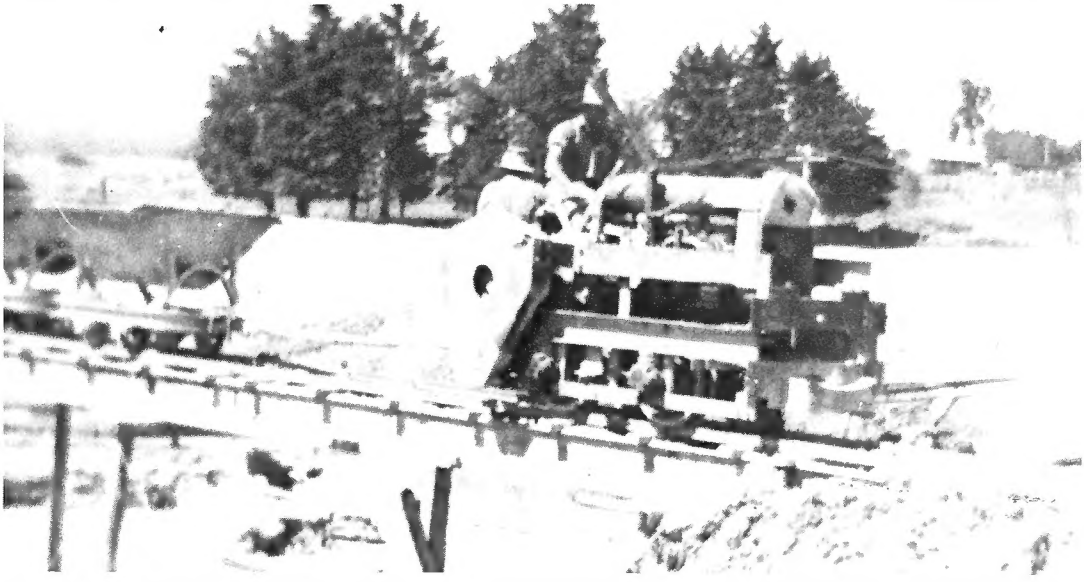
LOCOMOTIVE ON NAURU ISLAND, LR. 98 There is little doubt that the locomotive pictured on the rear cover of *LR. 98* is an Orenstein & Koppel product. If the date 1928 is correct then records indicate that the builder's number would probably be 11586, which was a 610mm gauge 40hp 0-4-0WT built for the British Phosphate Commissioners and apparently shipped new to Australia, presumably for Nauru or Ocean Island. Possibly this number might still be found on the firebox.

John Browning
Mackay, QLD

PHOTO SECTION



Moreton Central sugar mill Shay locomotive in 1966. Photo: P. Sellers



John Buckland has provided this photograph of a 3ft gauge tractor hauling sand "somewhere in SE Victoria", possibly near Keo-wee-rup. Can any reader provide further details?

Above: Ex-TGR/An Tasrail 0-6-0DM locomotive VA1 under its new ownership at Queenscliff, Victoria on 23 March 1988 (John Buckland). **Below:** Ken McCarthy captured this peaceful scene at Albion Park, NSW. Illawarra Light Railway 0-6-0 loco *Cairns* (Huds Clarke 1706/1937) is in steam.

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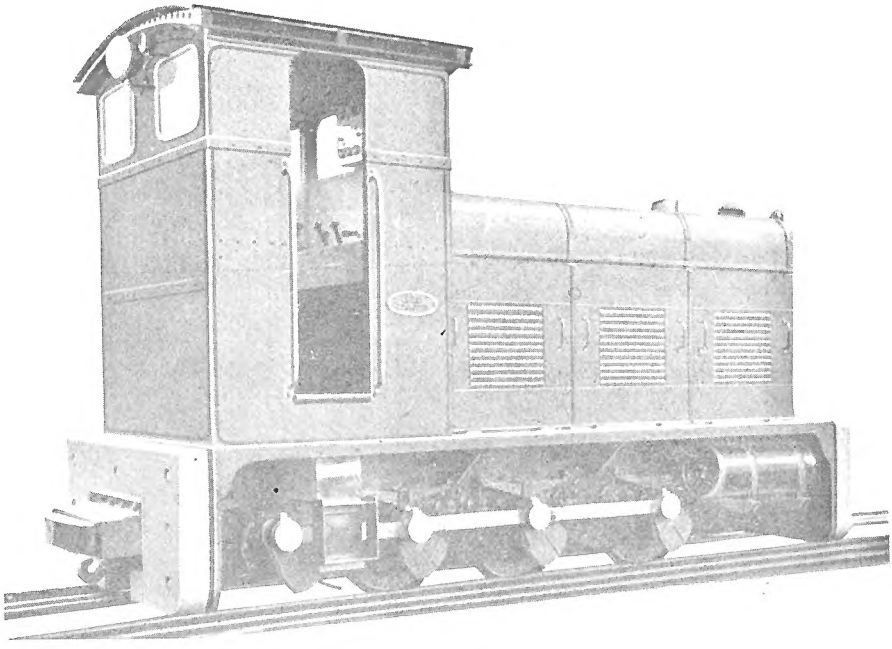

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